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The China Mail.

ESTABLISHED 1848

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HONGKONG, FRIDAY, OCTOBER 17, 1919.

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

THE RUSSIAN CIVIL WAR.

SOVIETS PROSPECTS BAD.

LONDON, October 14.
Messages from Helsingfors confirm the impression held in London that the Soviets' position is extremely critical owing to the advance of Denikin, who is under two hundred miles from Moscow, which he is anticipated to reach within a month. The Bolsheviks are preparing for evacuation since the fall of Kurk was reported. Trotsky told a communist meeting that the Soviet troops cannot stand a winter campaign. Denikin's offensive is now directed against Orel and Tula, both of which are heavily fortified. It is anticipated that if Tula falls the peoples commissaries will flee to Turkistan.

AN OBSCURE SITUATION.

LONDON, October 14.
The latest news from Riga is that the Latvian government has returned to the city and is making a big effort to secure the co-operation of the Baltic states against von der Goltz. The situation, however, is most obscure. Although it is now clear that Colonel Bermond with his Russo-German army has never captured the whole of Riga but only the suburbs south of the river, wherefrom he has now been driven out, Dermoy seems to be playing a lone hand on behalf of the Baltic barons.

ANOTHER MARSEILLES STRIKE.

9,000 PASSENGERS HELD UP.

MARSEILLES, October 14.
9,000 passengers are held up owing to another shipping strike, which includes engineers, stewards, wireless operators, and doctors. It is due to the refusal to reinstate some men who had previously struck.

TURKISH POLITICS.

CONSTANTINOPLE, October 14.

The nationalist leaders have agreed to support Ali Riza Pasha's government which has accepted nationalist views.

W. HOHENZOLLERN JUNIOR.

SHOWS WHY WAR WAS LOST.

BERLIN, October 14.
The Tagliche Rundschau publishes a letter from the ex-crown prince saying that the battle of the Marne was only such a grave failure owing to the then army leaders losing their heads. It was clear to him in the autumn of 1914 that the war could no longer be militarily brought to a successful end. He then wished to conclude peace with France. He further complains of the lack of resolute political leadership during the war and of the failure to make peace with England on a basis of economic compromise.

ADMIRAL FISHER'S MEMORIES.

INTERESTING SQUABBLES OF OUR BIG WAR CHIEFS.

LONDON, Oct. 14.
Admiral Fisher is publishing "memories." In today's Times he deals with the Dardanelles adventure and emphasises that he alone opposed the naval operations but remained at the admiralty because he desired to see his large building programme carried out. He admits that there was frequent tension in those days between him and Kitchener. He sent an ultimatum to Kitchener one day that if the "Queen Elizabeth" were not withdrawn from the Dardanelles he would leave the admiralty next day. "Luckily she did leave," he adds. "German submarines had been prowling around looking for her for a fortnight and neglecting all other battleships." They finally blew up her wooden dummy, thinking they'd got her at last. He incidentally mentions a British fleet of dummy battleships that greatly confused the Germans. His "Memories" are written with great raciness and contain numerous interesting opinions and sidelights on men and events. For example he says he forgives Cresser for not inserting a certain phrase in the report of the commission because "in his prime he did me a good deed. I entreated him to cut the channel into Alexandra harbour deep enough for a dreadnought. He did it, although it cost a million. Thus he provided an incalculably advantageous base."

He hints at a one-time big scheme "to polish off not only every human soul in Heligoland and its surrounding fleet but every rabbit" by an invisible, scentless, and deadly poison gas.

HIS OPINION OF KITCHENER.

He does not mention details or what stopped the plan. His description of Kitchener is perhaps worth quoting. Here it is. "He was a great man but a great deception, inasmuch as he couldn't do what the people thought he couldn't. Like Moses he was a great commissariat officer but he wasn't a Napoleon or Molke. He was a Carnot in excelsis and the facie ille dupe of his own failings."

SHIDE OBSERVATORY TO
BE SOLD.

MRS. MILNE'S RETURN TO
JAPAN.

Mrs. Milne, widow of Professor John Milne, D.Sc., F.R.S., has decided to return to her native country, Japan, after nearly a quarter of a century's residence at the Shide Earthquake Observatory, near Newport, Isle of Wight. In consequence the Observatory will shortly be sold by public auction.

It is famous the world over as the centre for 20 years of earthquake recording, and has been visited by princes of various countries, including the present Prince of Wales, while he was a cadet at the Royal Naval College, Osborne, by the presidents of many learned societies, and other eminent scientists. Professor Milne did notable pioneer work in Japan in the science of seismology, and his attachment to that country was confirmed by his marriage there to Miss Tane Noritsune. Before they left Japan for England the Emperor conferred on Professor Milne the Order of the Rising Sun in appreciation of scientific work in Japan, where he was the first to be appointed to the Chair of Seismology in the Imperial University. He was also appointed Secretary of the world's first Seismological Society when it was established in Japan. Professor

Milne had the honour of a visit from the King when he was Duke of York, and the late Duke of Clarence, at his Earthquake Observatory in Japan.

Apart from any desires there may be to perpetuate the observatory as a memorial of the work he carried out there, remarks The Times, the study of these phenomena had, Prof. Milne always maintained, a definite practical utility. If the property is sold under the hammer it may conceivably cease to be used for seismological investigations, or what would be worse, it may fall into the hands of someone incompetent for the work. Probably the cost of acquiring it for permanent use in its present character would be very moderate, as Mrs. Milne, who is selling the observatory in view of her impending return to her native country, Japan, would give every encouragement to any movement to maintain the place in its existing state. In any case, Shide is not for the ordinary buyer, but for a man of science, and, occasionally, the more rarely the better, he may, if he maintains the observatory in an efficient state, have his name and observations eagerly published, for there is a great fascination for everybody in the details of earthquake registration. Shide is not a place that could be allowed to fall into the hands of anyone but a scientist who would be qualified and willing to carry on the work of its founder.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

HAVAS REVIEW.

PARIS, October 13th.

A Havas message says:—
The Journal Officiel publishes a law empowering President Poincare to sign the Versailles Treaty. Copies ratified by the signatures of the Kings of Britain and Italy are expected to arrive in Paris immediately. These signatures, with that of President Poincare, will make up the ratification necessary for the Treaty to come into force.

The Italian papers, commenting on the proposed Italian-Franco-Rumanian Treaty, states that it should include, eventually, Poland, Czechoslovakia and Greece, to form a strong eastern and southern block against German ambition. The Daily Mail states that France is now giving away specimens of her best types of aeroplanes throughout Europe, especially in the new small States, which are beginning to organize air services. Japan, Serbia, Greece and Czechoslovakia are her acquired clients.

STARTERS FOR THE CÉSARE-WITCH.

LONDON, October 14th.

The probable starters for the Cesare-witch are as follows:—Queen's Square (Donoghue), Haki (J. Childs), Saint Eloi (Templeman), King John (Martin), Buckthorn (Caralake), Silver Bridge (Belme), Langdon Hill's (rider not known), Ivanhoe (Whalley), Golden Rule (Evans), Warwick (Robbins), White Heat (Fox), Unisa (Lane), Gaylord (G. Colling), Matoppe (Hamshaw), Chalot (Taylor), Sea Poyage (K. Robinson), Sheriff's Officer (Ringstead), (Leah), Sheriff's Officer (Ringstead), Golden Melody (Spec), Alaskan (A. Baiding), and Polichinelle (Wheatley).
The betting is as follows:—King John, 9 to 1; Golden Melody, 5 to 1; Unisa, 7 to 1; Gay Lord, 17 to 1; Silver Bridge, 100 to 1; Ivanhoe, 20 to 1; Sheriff's Officer, 25 to 1; Alaskan and St. Eloi, 25 to 1 and Bridge End, 25 to 1.

THE FRENCH SHIPPING STRIKE.

MARSEILLES, October 14th.

The shipping strike is extending. There were no sailings yesterday. The mails for Egypt, and the Near East, and 9,000 passengers are held up.

THE RAILWAY STRIKE.

LONDON, October 14th.

In accordance with the strike settlement, the Railway Executive interviewed the Premier, to-day, regarding the resumption of negotiations after which Mr. Thomas expressed his pleasure with the prevailing spirit and atmosphere of the meeting and the genuine desire of both sides to effect a settlement.

COTTON TRADE MISSION.

GOVERNMENT QUESTIONED.

The scheme for sending a cotton trade mission to the Far East hangs fire rather badly, the Government being apparently unwilling to bear the expense. On the surface, of course, it looks like a case in which the trade should pay the cost, but it is rightly pointed out that a private mission would carry no weight, and consequently would have much less chance of achieving its object than one which had the Government behind it. And after all the cotton trade, as our biggest manufacturing industry, has better claims upon the consideration of the nation than many other interests which have had official support. The traders concerned think it would well repay the cost, and their opinions are entitled to respect. In order to bring the matter to a head, Mr. Edwin F. Stockton, president of the Manchester Chamber of Commerce, has addressed the following letter to Sir Hamar Greenwood, of the Department of Overseas Trade:—
Sir,—I desire to urge that you should inform this Chamber without further delay of the Government decision with regard to the proposed mission to the Far East. The matter has been before your department for several months, and if the mission is to be sent out this year arrangements should be made forthwith, in order that the members may be able to leave this country not later than the end of October or early in November.

The desirability of sending the proposed mission was fully demonstrated at the conference which I convened in May last, when the representatives of all the important associations interested in the Lancashire cotton trade unanimously recommended that the mission should be sent, under Government auspices. In view of the extreme importance of our export trade it appears to me to be essential that the Government should without delay seize this opportunity of preparing for the development and extension of British trade in the Far Eastern markets.

CHILDREN'S COLDS.

Why is it that children catch their little bodies in such a distressing manner when you can so easily cure their colds with a bottle of Chamberlain's Cough Remedy? For sale by all Chemists and Dispensaries.

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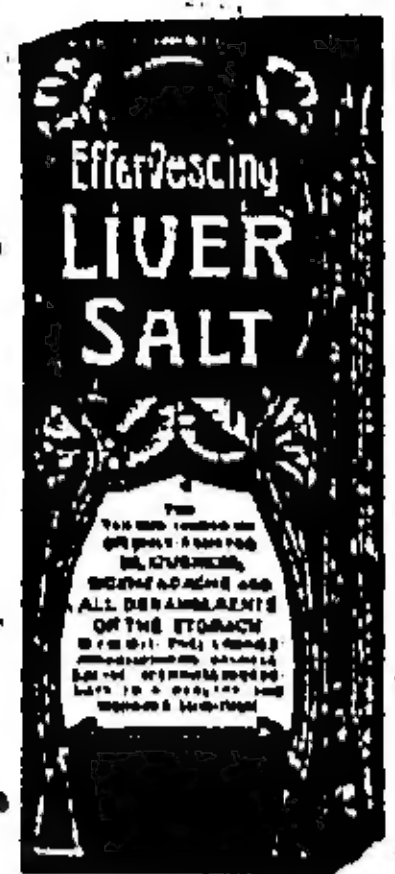
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The China Mail.

NEWS, JUSTICE, PUBLIC SERVICE.

HONGKONG, FRIDAY, OCT. 17, 1919.

ADVERSARIA.

The message of His Majesty the King to Russia. General Rawlinson, hero of the withdrawal from North Russia, may have been drafted by himself in or for him by another hand. In either case an expression noted in it must surely have been inadvertent. General Rawlinson was complimented for withdrawing in such a way as to leave the "loyal" Russians in a good position for defence. Loyal to what, or to whom? Can it be that there is some idea, somewhere, somehow, of restoring the monarchical system in Russia? At present the only thing entitled to claim loyalty in Russia is the will of the majority of the people, since there is no properly constituted government. It is not certain what the will of the majority is. Some say it is for Bolshevism, but we have been repeatedly assured by foreign observers who are anti-Bolshevik that the overwhelming majority is against it. In that case there is no need for us to worry about leaving an overwhelming majority in a good position for defence. It can (or should) be able to look after itself in any position.

Lord Leverhulme, in planning his ambitious scheme for the industrial renaissance of the Lewis, apparently failed to give due consideration to the peculiar psychology of the islanders. Largely owing to that, his scheme in some of its details threatens to "gang agley." One of his cherished ambitions was to co-ordinate the fishing industry, and with this object he floated the Mac Line of Drifters and Trawlers Company, with a capital of £500,000. Stornoway was to be the base of the fleet, and there were to be swift oil-driven vessels to the English markets. The title of the company showed shrewd appreciation of local sentiment, but neither that nor the prospect of material gain has succeeded in securing the sympathy of the islanders. They have discovered that the success of the scheme involves Sunday labour, and on the rock of Highland Sabbatarianism the Mac Line has come to grief. It is reported that the base of the fleet is now to be transferred to Fleetwood, where they are less rigorous in Sabbath observance. The attitude of the men of the Lewis may be pronounced narrow, and in the Scriptural sense their Sabbatarianism is misconstrued. But it would

be idle to ignore its strength, and Lord Leverhulme is prudent not to combat it. The Lewis is remote from the main stream of progress, and the Highlanders are sceptical of new conventions which disturb a long settled social order. Their outlook is still feudal. The larger vision will come; but while it may be developed, it is not to be forced. Lord Leverhulme's immediate anxieties are interesting as illustrating the difficulties that beset the path of the new lairds who are rapidly entering into possession of the old acres, and who seek to animate the quiet places, that for generations have been subject to the leisurely order of the old aristocracy, with something of the eager spirit of the mart.

In the Colonial Secretary's Department and Legislature (abstract of budget) we notice an item, amongst others running into thousands, of £25 as representing the increase in "good conduct allowances." Conscious that there are features of accounting we can never understand, we modestly express our hope and trust that this assessment did not correctly represent the whole of the improvement in conduct in that department. If they were only £25 worth better behaved than formerly....

The centenary of James Watt's appreciations of ORGAN. James Watt have not, so far as we have seen, called forth any protests from the unco-guid of the Wee Frees. Yet Watt was responsible for the first pipe organ built in Scotland, and round it raged one of the fiercest controversies in the history of the movement against instrumental music in the Scottish Church. The instrument was built by Watt in his house in the High Street of Glasgow in 1762, and in 1807 found his way into St. Andrew's Church, Glasgow. On hearing that an organ was to be played during divine service, the Lord Provost of the day wrote to Dr. Ritchie, minister of the church, and an enthusiastic fiddler, "begging to know if such was really the case," and adding that, if so, he would consider it his duty to enter a protest against him and the congregation. He also held Dr. Ritchie personally responsible for "any breach of the peace which might possibly be occasioned by the innovation he had attempted to introduce." After being used for one Sunday, the organ was closed by command of the Presbytery, and then the floods of controversy were let loose. The "friends of music" were forcible, if not very polite, in a series of pamphlets issued. Both sides, of course, quoted Scripture freely; and in a Presbytery minute the writer of the pro-organ pamphlets, was con-

victed of "culpable inaccuracy and a want of due regard to the truth." History does not record, unfortunately, what James Watt thought of all the "strawman." The organ afterwards passed through several hands, was lately presented to its ancient foe, the Glasgow Corporation, and now stands in the Kelvingrove Galleries.

A member of the FREEMASONRY Craft who recently reached Scotland from Yokohama, his headquarters during a prolonged stay in the East, with a business itinerary covering China and Japan, informs the "Glasgow Herald" that Freemasonry is making remarkable progress in China among the natives. The great number of English-speaking settlers or travellers in the East, including India, he says, is partly accounted for by the fact that the ancient and mystic Craft furnishes them with one of the chief means whereby the sense of loneliness in strange lands is lessened, and also because it holds out the alluring prospect, on the return to the homeland, of an immediate entrance into and warm welcome by the countless lodges established in Great Britain, with all their happy social amenities. In China, educated natives who have come in contact with Westerners in their own land, have of recent years been seeking admission to the Craft, and have proved excellent members, conforming with zeal to the elaborate and beautiful ritual, and seeking to carry out in their daily life the lofty tenets of Freemasonry. The result is that a new movement towards the brotherhood of man is growing—a brotherhood of which Brother Robert Burns prophesied when he wrote, "When man to man the world o'er shall brithers be and a' that." In Japan, Freemasonry being a secret society, is not allowed, but a great many Japanese have become members of the Order.

The average British We BOAST of our journalist may NOT BOASTING. truly represent the average British man. We don't suppose he does, and we hope he does not. In his diurnal lucubrations he manages to unfold a mind which is as fascinating as the Sahara Desert. He is so unconsciously amusing at times that he deserves to be cherished and conserved, like a back number of *Punch* in a dentist's waiting room. One of them, high up on the front page of a sixpenny weekly, discusses Our Noble selves as a nation. They're always doing this. He says, "We have not that innate talent for artistic self-laudation which distinguishes some nations. We tend to a certain shamefaced embarrassment in singing our own praises." In effect, remarks the intelligent foreigner, smiling, he boasts of his modesty. The intelligent foreigner must not, however, confuse journalist and reader. The journalist flatters the readers to get their pence. There are journalists who don't. The foreigner should judge the people by the papers they show preference for.

It is really desirable that P.W.D. the budget for this department should be discussed beforehand by the Public Works Committee, strengthened, as was suggested last year, by the inclusion of all the unofficial members. It would look better. It would be an invaluable check. And it would facilitate the passage of the final budget. We take it that when His Excellency leaves it works well in Malaya, he will order it to be done here, in future. No constitutional change is involved.

Does our railway pay? OUR RAILWAY. It is impossible to pay? cover from His Excellency's speech whether it does or not. Remembering how the Crown Agents wasted money, squandered money, juggled with our money, when the railway was building, we can understand that it must have had a lot of lee way to make up. It ought to be a paying proposition, like our Post Office, but if these local expenditures are still made through the Crown Agents—well, don't use it as an argument against Nationalization, that's all.

An increase of \$71,000 in the Police Vote will be eyed hopefully by our shopkeepers. They will expect it, as they have the right to expect it, to make a difference to the Armed Robber Industry. We don't know how it happens that we always seem to get such fine fellows, so highly intelligent, as we do in our Force, but it is so. Anybody who knows the average provincial police at home, knows they were mostly an inferior type, owing to the poor pay offered. By the way, has anybody told His Excellency that the *China Mail* objects to wasting policemen on the Pass Office folly, a war time stunt that ought to have been abolished on Peace Day? If not, we shall have to mention it ourselves.

In spite of extravagant war donations to the Imperial Government, in spite of the removal of the war tax (which was a disinclining) and in spite of a diminishing opium revenue, we are well off as a Colony. The temptation of our Government,

which we hope they will try to resist, will be towards extravagance. Their little gamble in rice makes it uncertain yet how much of our paper surplus is really an asset. If we told all we knew, we could make a nice little scandal about the way that rice loss was nearly made a lot bigger. But the *China Mail* plays the game.

While our Governor was OUR restfully watching the BUDGET, sun rise and set at sea, our permanent officials were getting the Budget or Balance Sheet of the Colony ready. He studied it, and collated comments and explanations about it, and gave us that terribly long speech, which was read right through by 4 people, skimmed by 11, and then the newspaper men took His Excellency's speech to pieces (like the inquisitive schoolboy and the bedroom clock) and put it together again as well as they could. And no harm was done.

ROADS AND THE HOUSING PROBLEM. There is probably no work more promising than that of opening up the undeveloped districts, with roads, tramways, or light railways. Some form of light tram along the road to Aberdeen, and an easing up of Land Office and P.W.D. methods would lead to a swift and extensive outburst of private building. The Big interests don't want to see that, of course. Let's see what they are able to do in the way of holding back an enterprising Administration.

THE HARBOUR SWIM. The water front near the V.R.C. had a record crowd to see the finish of the harbour race. The swimming club itself was packed with people. This unusual interest was due to two factors, the sporting entry by a lady, and the special advertisement given by the *China Mail* poster, which reminded the public just at the right time of the attraction. All hearts went out to the modest and charming lady competitor, and her spirited finish fetched a hurricane of applause. The happy tone of the remarks made by Mr. Bellinos in presenting the prizes is not reproduced by the bald paraphrases of the reporters. This function was very gracefully performed. It was not publicly mentioned that the clean and bright appearance of the Club was due to the private generosity of this gentleman, who takes a very keen, personal interest in the welfare of the V.R.C. It was quite recently cleaned, painted and decorated throughout at his expense.

We simply dare not argue BOWLS. with the President of the Law Bowls Association. We'd sooner play him 21 up single-handed. He has read more about the grand old game than we have, and besides, what Englishman ever got the better of a Scot in argument? It is certainly a point in his favour that the English adopted the Scottish laws of the game. He might have added that most of them send to Scotland for their "woods." Where we score in this controversy (if you can call it that) is in having drawn such an interesting letter as the one published to-day.

Any man who says that the *China Mail* is not a friend of Tommy Atkins is a liar. His welfare is one of our chief concerns. Our columns have always been open to appeals on his behalf, and from time to time we have aired his grievances. We print elsewhere to-day (correspondence column) an appeal for the troops going Home on the Khiva. We do so gladly, and as we have done before, commend it to the attention and good will of our readers. Are we not entitled, however, to remark that Major Willett, whom we "ragged" a little while ago for refusing us information (on the ground that we had referred to the subject before, approaching him) has no right to make a convenience of us when it suits him. He didn't consult us first about sending these lads home, and if we followed his bad example we'd make that a grievance.

HONGKONG POLICE RESERVE.

Orders issued by Mr. J. H. Frazer, D.S.P. (R.).

1914 ORDINANCE 27 SECTION 8.

Members who have tendered their resignations are directed to return their uniforms and equipment to the Store Sergeant Central Police Station between 9 a.m. and 1 p.m. and 2 p.m. to 4 p.m. (Saturdays and Sundays excepted).

Members are given until the 31st instant to comply with this order.

AN AID TO DIGESTION. WHEN you have a fullness and weight in the stomach, after eating, you may know that you have eaten too much, and should take one of Chamberlain's Tablets to aid your digestion. For sale by all Chemists and Storekeepers.

LOCAL AND GENERAL.

To-day's dollar is worth 4/3 7/16d.

The Australian mail was brought in to-day by the s.s. "Aki Maru."

The Shanghai and North China mail arrived this morning by the s.s. "Shantung."

A direct line of steamers from Rio to Manchester for the transport of cotton is being considered.

To-day's return of communicable disease is another cheerful blank. That's "nil" twice running. Long may it continue.

The first Belgian ship to enter Singapore since the outbreak of war was the "Sierra Madre," which arrived on September 26.

The old man charged with committing an indecent assault on a girl of 13 was sentenced to six months' hard labour this morning.

The ex-German steamer "Emden," taken over at Sabang, will go to Singapore to discharge her cargo and go in to dry dock.

The following wedding is announced to take place shortly: Mr. Tsunyo Ernest Lee, manager of the Chinese Optical Co., to Miss Suimen Mabel Sun of the Great Eastern Hotel.

The A.P.C. motor vessel "Asiatia," which was ashore 180 miles above Hankow, was refloated on September 30, after discharging her cargo into lighters, with the assistance of a tug and a rise of four feet in the river.

The N.Y.K., which operated six vessels on the Calcutta-New York line since June last year, in the face of a strong competition with the American Indian Line, is reported lately to have reached an amicable understanding with its British competitors.

The Commonwealth Pearl Fisheries has been registered in London with a capital of £50,000, for the working of a thousand miles of the coast of North-west Australia. Only whites will be employed and they will be recruited from former bluejackets and returned soldiers.

Amongst the local military officers who have been brought to the notice of the War Office for valuable services rendered in the war are: Col. J. R. Young, C.E., Lt.-Col. G. B. Crisp, R.A.M.C., Lt.-Col. Passby, R.G.A. (I. F.), Lt.-Col. F. J. Thursty Pelham, A.P.D., Major F. E. Milner-Jones, R.A.S.C., and Major T. A. Robertson, D.C.M., R.A.O.C.

China exported last year to the United States 72,398 piculs of tea, to Russia 95,705 piculs and to Great Britain 37,333. In the past the principal outlet for black tea has been Russia, which in 1916 and 1917 took nearly three-quarters of the production of 28,500,000 pounds, but last year there was a very small demand for black tea from Russia and the trade dwindled to approximately three million pounds.

A large rope factory is in course of construction in Amoy. Reports coming from the Philippines say that representatives of the new factory have been in the islands for the purpose of making contracts of hemp, which will be used by the new factory in making ropes. The factory will be up-to-date in every respect and will bid for the rope trade of the China Coast and the Southern Islands.

General Monash estimated that by the end of September 7,999 Australians would remain in England, including a large number who obtained the privilege to remain and complete their educational and vocational studies. The staffs of the various camps are dwindling at the rate of 1,000 weekly. Thirty-three Australians, qualified gardeners, who have been in France, have volunteered as caretakers and gardeners in the Australian cemeteries in France, and are now being discharged from the army. They will proceed to their duties after a short leave. There will be further selections later.

The Director-General of the Nord-Deutscher Lloyd Steamship Company, discussing the future of German shipping in the Company's year-book, says that, besides the direct effects of the peace treaty, its indirect consequences will be ultimately fatal to German shipping. These include partial foreign control of the navigation of the Rhine, wholly foreign control of the Vistula, diminution of German territory, the transference of industries in Alsace-Lorraine and the consequent diversion of traffic to French and Belgian ports, the realization of the Entente's demands, and the decision that German property abroad shall be reckoned at pre-war rates of exchange.

SPORTS.

GOLF.

MIXED FOURSOMES AT FANLING.

The Mixed Foursome competition at Fanling, on Monday, was won by Lieut.-Comdr. and Mrs. Kilgour. Other returns were Mr. and Mrs. N. I. Smith, Miss Moorhead and S. Evans, Mrs. Marston and A. L. Anderson.

CRICKET.

The following will represent Craigengower C. C. against the H. K. C. C. on the latter's ground on Saturday, play to commence at 2.15 p.m.—R. Basa (capt.), B. W. Bradbury, R. C. Wiltchell, D. M. Goodall, F. G. Thompson, U. Omar, M. H. Abbas, S. Jex, A. Goldenberg, C. Kennedy and C. Heath.

A friendly cricket match between the K.C.C. and the I.R.C. will be played to-morrow afternoon on the former's ground. The following are the teams:—I.R.C.—A. H. Rumjahn, A. el Arculli, G. C. Earle, R. Nazarin, S. H. Ismail, A. A. Rumjahn, E. Moosdeen, S. A. Ismail, G. Partabhai, E. Sadick, and S. D. Ismail. Reserve: N. M. Bux.

K.C.C.—J. P. Robinson, J. Stalker, A. A. Claxton, B. D. Evans, C. J. Stapleton, J. V. Braza, E. L. Bragg, R. Pestonji, E. C. Carr, H. H. Taylor and P. H. Cobb.

FOOTBALL.

HONGKONG F.C. V. ST. JOSEPH'S COLLEGE.

The Hongkong Club open their season in a friendly game with St. Joseph's College on the Club ground, to-morrow. The kick-off will be at 4.30 p.m. The following have been chosen to represent the Club:—G. Rodger, A. Bogen and J. Carriere; M. Ralston, J. Stewart and J. Rodger; T. Knight, B. Pasco, D. Riechelman, H. M. McTavish and E. Ellis.

KINEMA NOTES.

CORONET THEATRE.

There is another fine attraction at the Coronet. The picture is entitled "The Blue Streak," a 7-part production the story of which is written by Mr. William Nigh, who also plays the leading part. The name of the picture is derived from the nickname given to a dissipated youth, whose father tired of his "sponging," tells him to take a certain sum of money and clear out, never to return until he had "made good." The boy refuses the money and sets out penniless for the Wild West. The picture teems with intense interest from the time the boy left home to the time of his return to civilisation with his bride from the Wild West—one whom he calls the best fortune a man can have. The closing scene is very interesting and at the same time amusing. The father refuses to recognise the son's wife and was forced by the lad whom he once called the "Blue Streak," to take the girl in his arms. The sight of a six chamber revolver brought the old bird to his senses. The father who is an admirer of pluck, saw also by this move on his son's part, that he no longer had the "blue streak" in him and welcomed him back to the family circle. How the boy met his bride and all the hundred and one interesting events which happened between the time he left for the West and his return home had better be seen by the reader if he wishes to enjoy this picture. It is advisable to book seats early and to-night is the last night and there is sure to be a crowd.

HONGKONG THEATRE.

"A Gentleman from Mississippi" is the title of the William A. Brady production which has been drawing large houses at the Hongkong Theatre for the last two nights. The story of this picture revolves around the adventures in Washington of a newly elected senator from Mississippi, fat, jovial Bill Langdon, who is sent to the capitol by the "trust" interests as an easy mark, who will coincide with their ideas through gratitude for those who put him there. How the old gentleman—a cavalier of the old school, with a high sense of honour—sees through the scheme and defeats the plotters in a fight which threatened to destroy him financially, politically and what is more, to smirch his honour, is told in stirring scenes. It is a picture with a "go" behind it and should not be missed. To-night is the last opportunity of seeing it.

The White Star Line has placed an order with Messrs. Harland and Wolff, Ltd., Belfast, for a high-class triple-screw passenger steamer of 16,000 tons for its New York service. The new vessel will be about 600-ft. long by 67-ft. beam, and will, it is expected, be ready for launching next spring.

NEXT GYMKHANA PROGRAMME.

The next Gymkhana takes place on Nov. 1:—

1.—2.45 p.m. Five Furlongs Race. Handicap.—For China Ponies that have run in any Race at the last Four Gymkhanas. Winners at Gymkhanas of any Flat Races this season. Other than Ladies' Nomination and Distance Handicap Events) barred. Entrance fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$40.

2.—Gymkhana Stakes.—Value \$200. Distance—One Mile. For all China Ponies. Catch weights at 10st. 5lb. Winners of an open race or open Griffin race or Ponies that have won the aggregate prize in the Gymkhana Stakes in any season 5lb. extra. Non-winning Subscription Griffins allowed 5lb.

A Cup to be run for five times, or as decided by the Committee, called the Gymkhana Cup will be presented at the end of the Season to be won by the Pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the Season, counting 4 points for a first 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the Pony on a sale. Any winner of the race this season to carry 5 lb. extra for each win in subsequent starts for the Race, but in the event of a Pony carrying the penalty not winning, 2 lb. to be deducted next time he starts, such 2 lb. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lb. In the event of two or more Ponies tying with the same number of marks after Five Races have been run the owners shall either divide the value of the Cup which is hereby placed at \$400 or shall run off on a day to be fixed by the Committee not being the same day as the last race for the Stakes but within two weeks therefrom. In the event of a run off the weights shall be weight for inches as per scale. Entrance Fee \$5. 2nd Prize: \$100. 3rd Prize: \$50.

3.—Class Handicap: A Class: Three Quarter Mile.—For China Ponies. Entrance Fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$40.

4.—Distance Handicap: about Half a Mile.—For China Ponies. Winners of any Flat Race in 1919 (excepting Ladies' Nomination) and placed ponies at this Meeting barred. Catch weights 155 lb. Pags will be placed side edge of course, and chalk lines marking the position of each pony according to the handicap (in yards) conceded.

The race will be started by sounding a gong, and each rider must keep his pony behind the line assigned to him until the signal is given. Any rider whose pony is then over the line, or moving forward faster than a walk, must return and start again or be disqualified. Matfoos may assist by holding ponies if desired.

Entrance Fee \$3. 1st Prize: \$75. 2nd Prize: \$50. 3rd Prize: \$30.

5.—Class Handicap: B Class: Three Quarter Mile.—For China Ponies. Entrance Fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$40.

6.—One and a Quarter Mile Handicap.—For China Ponies. Entrance Fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$40.

7.—Half Mile Race for Lads subscription Griffins.—To be ridden by Matfoos. Catch weights 140 lbs. Conditions to be announced later. Entrance fee \$5. Prizes for Owners: 1st \$100. 2nd \$50. 3rd \$30. Prizes for Matfoos: 1st \$30. 2nd \$30. 3rd \$10.

OUR LOCAL POETS.

THE KISS OF THE GODS.

The kiss of the Gods is a sensation good,
and the kiss of the Gods is mine:
The kiss of the God of the cheerful mood,
whose presence brings laughter and wine.
Is the kiss that I love; the heavens above
never gave such a God divine—
So soft and caressing, eternally blessing,
this kiss of the Gods is mine.
The kiss of the Gods! I long for the feeling
that has been my pleasure so long—
Kissed by the Gods! The joy of feeling
sensations stealing and breaking into song.
The thrill of the cup as I tip it up
is the theme I try to tell,
For the Gods are there, their kiss is fair,
So I don't care anywhere if I am feeling well.

WILLIAM HILL.
Hongkong, Oct. 17, 1919.

SUNSHINE AND COMMON SENSE.

DON'T doctor your blood for rheumatism. The an external application of Chamberlain's Pain Balm. In a few days it will get you up and out into the sunshine when Nature will restore the rich red blood to your veins and soon rid the system of this troublesome disease. For sale by all Chemists and Storekeepers.

THE HARBOUR RACE.

WON BY J. R. JOHNSTONE.

LAST YEAR'S RECORD BEATEN.

The swimming race across the Harbour, yesterday, under the auspices of the Victoria Recreation Club, excited more than usual interest because the V.R.C.'s first all-round swimmer, J. R. Johnstone, who recently returned from active service, had engaged, as well as several Naval men, at least one of whom was greatly favoured. The event gained in popularity, also, by reason of the fact that, for the first time in the history of the race, a lady competitor had decided to pit herself against the stronger sex. Mrs. Richmond, who has made history in local swimming circles, is a recent arrival in the Colony. Before her marriage she used to swim a great deal at Home, and held the 100 yards record of the Maidenhead Club, Reading, in 1912. It was very plucky of her to enter, for she had done no training whatever. When she completed the course in front of some of the men who were deservedly cheered.

The competition, judges, and V.R.C. members were taken across the Harbour in a launch kindly lent by Mr. R. M. Dyer. There was a great deal of speculation as to the probable winner. Johnstone was the prime favourite, but there were not a few who planned their bets on these two promising youngsters, D. Lyon and D. Laing, who were second and third respectively in last year's race. There were many who hoped that Mrs. Richmond would win, for she looked a very early swimmer, and when the news spread that she had once competed in a 15-mile race, coming in sixth among 28 competitors, her chances increased in number. If there was a "dark horse" at all, it was R. Campbell, the second engineer of the s.s. "Fooksang". This worthy who is quite an unknown swimmer, with nothing to recommend him, finished a good fourth. His performance is made the more creditable when it is known that he was in nothing like form when he took the water, having arrived here yesterday morning and was on water from midnight to 1 a.m., before the ship entered the harbour. With all these handicaps against him, the fact that he secured fourth place, ranks him out as a good swimmer, who, under more favourable conditions, might prove a source of danger to the leaders. Of the three sailors who entered, Neal, the well-known boxer, who is an adept at every branch of sport he has taken up, was regarded as the most promising.

An extraordinarily large crowd watched the race, from the Kowloon side and from Hongkong, and from sailing craft of every description in the Harbour. The numerous launches, yachts and motor-boats watching the race were sometimes in the way, and, by lining up on either side of a straight track across the Harbour, provided the swimmers with the shortest route across, so that they were not able to swim far out of the course, as has often happened on former occasions. H.E. the Governor, the Hon. Mr. Chaudhry, and Mr. Justice Melbourne viewed the contest from Mr. Severn's yacht "Oenone".

The Kowloon side was packed at about 5 p.m., and, after some minutes spent in arranging the competitors, Mr. R. C. Wittich started the race. The swimmers took the water together, but before 50 yards had been covered Johnstone, Lyon and Laing emerged from the launch. J. R. Johnstone swam off in the direction of Wanchoi, and it was some time before he found out his mistake and headed in the right direction. There was a very quick tide, which severely affected the swimmers, but a strong breeze rather troubled them, especially in the middle of the harbour. Mrs. Richmond started with the tugboat stroke, but soon changed to the side stroke, with which she kept up a very fair pace, showing the way, even thus early in the race, to one or two of the men.

When the race had progressed about 300 yards, Johnstone was leading by about 20 yards, with Lyon second and Laing a few yards behind. Then there was a big gap, at the further end of which were Tatum, Campbell, Neal and Frank, each about five yards away from the other. Sources and Silas were together on the outside, swimming in the direction of the Corinthian Yacht Club; while Cooke, Sprange and Mrs. Richmond were all close to one another in the rear. This order was maintained for the greater part of the distance. Johnstone, swimming strongly in front, found energy enough to haul Lyon and encourage him to come up, the bigger lad being evidently anxious that the younger should do as well as possible. About half-way across, Johnstone was leading from Lyon by about 50 yards. Laing was third, about 10 yards further behind. Campbell had forged ahead and was swimming abreast of Tatum, while Mrs. Richmond was swimming confidently, if slowly, in the bunch at the rear.

Johnstone appeared to slow down a little after this, so if waiting for Lyon to come up. Lyon, however, who had so far been taking a dead straight course, now began to put on speed, but, instead of keeping straight, began to make towards

the Naval Yard, a manoeuvre that, no doubt, lost him a better position at the end of the race. Laing, on the other hand, kept his eye on Johnstone, and impressed everyone very favourably with the progress he was making. H.M.S. "Tamar" was anchored right in front, and Johnstone, who first gave the spectators the idea that he was going to dive under the gunboat, lost some time by first trying to swim one way round the boat, and, when near the stern, deciding that the other way was better. Lyon, who was well clear of the ship, now began to head in the direction of the winning-post, and, when Laing swam round the stern of the "Tamar", and appeared about 25 yards behind Johnstone, it became evident that there would be a great struggle for second place between the two youngsters.

These expectations were not fulfilled, for in the last 200 yards both swimmers increased their speed and the struggle between them became very exciting. In an anxiety to get ahead, Lyon once swam right across Laing, who, however, coolly went round the other and kept straight for the winning-post. In the meantime, Johnstone, taking it easy, swam to the buoy and won the race in 27 minutes and 15 seconds. About 100 yards from the end, Lyon and Laing, who for some little time were racing as if they were doing a 50 yards swim, in the pool, received all the attention of the spectators. In spite of Lyon's most plucky efforts, Laing forged ahead and finished about five yards in front of him. Both Laing and Lyon, who are in their teens, were deservedly cheered, the former receiving a great reception from the boys of Queen's College, of which institution he is the champion swimmer. It is noteworthy that whereas last year Lyon was second and Laing third on this occasion the order was reversed.

Eight minutes elapsed before the next race, R. Campbell, finished. Built on the heavy side, Campbell would have done much better with more training. Tatum, who was unable to finish the course last year, had a great struggle with Neal for fifth place. Tatum was leading by several yards and Neal spurred the last 50 yards in fine style and all but beat him in the last 10 yards. Behind Neal, who appeared to be as fresh as when he started, came Frank and Cooke, of the "Tamar". This pair, who won several races recently at Canton, have not done any swimming for over five weeks. Mrs. Richmond's arrival at the post was the signal for an outburst of applause. J. R. Sources, F. L. Silva and H. E. Strangé did not complete the course.

The times taken by those who completed the course were as follows:—
1.—J. R. Johnstone 27mins.
2.—D. Laing " 28 " 14secs.
3.—D. Lyon " 28 " 25 "
4.—R. Campbell " 30 " 58 "
5.—W. Tatum " 37 " 07 "
6.—W. Neal, R.N. " 37 " 37 "
7.—C. Frank, R.N. " 39 "
8.—J. F. Cooke, R.N. " 41 " 35 "
9.—Mrs. Richmond " 50 " 50 "

After the race the gathering assembled in the V.R.C. gymnasium for the distribution of prizes. After a wait of nearly half-an-hour this portion of the proceedings took place. Mr. R. H. B. Mitchell, the Hon. Secretary, addressing those present, said he thought the race had been more interesting than any of its predecessors. That, no doubt, was due to a lady competitor entering for the first time in the history of the V.R.C. for a harbour race. It only showed that ladies could do just as well as men, and no doubt at the next race they would have a large number of lady competitors, and it was up to the young men to try and retain their laurels. (Applause.)

Mr. R. E. Bellios, who distributed the prizes, recalled the fact that he himself had entered for the harbour race several years ago and had come in last. Perhaps it was for that reason he was selected to present the prizes. He thought the V.R.C. ought to congratulate themselves on having had a lady competitor enter for the event for the first time in Hongkong. (Applause.) Mrs. Richmond did not come in last. (Applause.) The winner of the event had broken last year's record by 2mins. 13 seconds. (Applause.) He had been told once that the V.R.C. was being neglected by the community, but the large crowd present contradicted that. They would all join with him, he was sure, in congratulating the Committee upon what they had done and in wishing continued success to the V.R.C. (Applause.)

The prizes were then distributed, and others who completed the course were given silver spoons as a memento of the occasion. Mr. Bellios: With Mrs. Richmond's permission, I am going to read her record. Mrs. Richmond belongs to the Maidenhead (Reading) Swimming Club. In 1911 she swam 15 miles from Richmond to Blackfriars Bridge, coming in sixth out of 28 entrants. (Applause.) Her time was 4 hours, 24 minutes. Can we beat an achievement like that? Mrs. Richmond: To "beat" I think you have the keen appreciation of every member of this Club because you are the first lady who has taken part in this race, and I have been asked by the Committee to give you a little souvenir with the Club colours on one

condition—and that is that you are to do it again. (Applause.) Mrs. Richmond was awarded an ovation as she came forward to receive a bouquet of flowers in a silver vase tied with streamers of the club colours.

PAST RESULTS.
This year's results of the race are as follows:—
1906 G. Robertson 27.42 4/5
1907 A. E. Thomas 28.50 4/5
H.M.S. "Tamar" 28.50 4/5
1908 A. E. Thomas 28.50 4/5
H.M.S. "Tamar" 28.50 4/5
1909 C. J. Cooke 29.25 2/5
1910 T. Logan 29.38 2/5
1911 T. Logan 33.15 2/5
1912 Br. Nitty, R.G.A. 34.08 2/5
1913 J. C. Finch 22.26
1914 No Race
1915 No Race
1916 J. C. Finch 23.24
1917 J. C. Finch 25.36
1918 A. Logan 29.34

ANOTHER ACCOUNT.

MRS. RICHMOND'S PLUCKY ATTEMPT.

In the opinion of those present it was the best event of its kind ever held under the Club's auspices. Mr. J. R. Johnstone was one of the winners and he was, Johnstone is undoubtedly the Club's best all-round swimmer. There were also several Naval men taking part in the race as well.

What made the race all the more exciting and interesting was the fact that for the first time in the history of the race a woman was competing and there was great interest shown as to what she would be able to do in the swim across the harbour which must be admitted is no mean feat. Mrs. Richmond was the woman competitor and though new to swimming circles in this Colony she is certainly no novice as will be seen in the record of her past swimming record which was read out by Mr. R. E. Bellios at the distribution of the prizes. When Mrs. Richmond finished the course, and she finished in front of some of the men, she was cheered as she deserved to be for such an accomplishment.

Are the men commenced the competition, judges and members of the V.R.C. were taken across the harbour in a launch kindly lent by Mr. R. M. Dyer. There was the usual speculation as to the winner. Johnstone was the prime favourite, but there were not a few who planned their bets on these two promising youngsters, D. Lyon and D. Laing, who were second and third respectively in last year's race. There were many who hoped that Mrs. Richmond would win, for she looked a very early swimmer, and when the news spread that she had once competed in a 15-mile race, coming in sixth among 28 competitors, her chances increased in number. If there was a "dark horse" at all, it was R. Campbell, the second engineer of the s.s. "Fooksang". This worthy who is quite an unknown swimmer, with nothing to recommend him, finished a good fourth. His performance is made the more creditable when it is known that he was in nothing like form when he took the water, having arrived here yesterday morning and was on water from midnight to 1 a.m., before the ship entered the harbour. With all these handicaps against him, the fact that he secured fourth place, ranks him out as a good swimmer, who, under more favourable conditions, might prove a source of danger to the leaders. Of the three sailors who entered, Neal, the well-known boxer, who is an adept at every branch of sport he has taken up, was regarded as the most promising.

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CHINESE TELEGRAMS.

SHANGHAI, October 16.

Dr. Wellington Koo sails for America on Oct. 20.

The Acting Premier proposes the following appointments:
Chang King Yao, Hunan tuchun, to be chief commander in the upper Yangtze.

Commander Wu Pui Foo to be tuchun of Hunan.
Commander Ng Kwang Sun, Hupeh, to be civil governor of Kiangsi.

Commander Chai Sit Yun, Nanjing, to be Resident General at Shanghai.
Chu Ting Lum to be civil governor of Kiang.

General Chan Shu Fan, Shensi, transferred to Feng.
General Chu Shu Tsang to be tuchun of Shensi.

Mr. Yang Kwai, acting Minister to America, will attend the Labour Conference pending Dr. Koo's arrival.

Two million taels of salt surplus, collected for July and August, will reach the Government in a few days.

The Kiangsi commanders have orders to resist any southern attack.

The tuchun of Szechwan, General Hung Hak Mu, is said to have absconded.

The tuchun of Kirin, General Pan Kwai King, complains that Japanese police have been arresting Koreans in his territory.

TO-DAY'S ADVERTISEMENT.

UNIVERSITY OF HONGKONG.

APPLICATIONS are invited for the Post of Demonstrator (Chinese) in Physics and Chemistry in the above University.

Knowledge of English essential. Particulars can be obtained from the Dean of the Engineering Faculty.

N. TEESDALE MACKINTOSH, Registrar.

Hongkong, October 16, 1919.

DIPHTHERIA—HOW IT MAY BE AVOIDED.

DIPHTHERIA is usually contracted when the child has a cold. The cold prepares the child's system for the reception and development of the diphtheria germs. When there are cases of diphtheria in the neighbourhood children that have colds should be kept at home and off the street until recovered. Give them Chamberlain's Cough Remedy and they will not have to remain at home long. It also cleans out the culture beds, which form in a child's throat when it has a cold, and minimizes the risk of contracting infectious diseases. For sale by all Chemists and Storekeepers.

HUGHES & HOUGH, Auctioneers.

Hongkong, October 17, 1919.

VICTORIA THEATRE.

Commencing To-Morrow Night.



From farm hand to merchant prince—a visit to the fairies—how to win a Maiden's love—how to be happy, though hired—also,

A revelation of Farm Life as it should be by that Master Teacher

CHARLIE CHAPLIN

PRICES - \$1.50, \$1. & 70 cents.

TO-DAY'S ADVERTISEMENTS.

P. & O. S. N. CO.

THE Twin Screw S.S. "PRINZESSIN"

will be despatched from Hongkong on or about:—

OCTOBER 29th. (instead of as previously advertised).

Taking THROUGH PASSENGERS & CARGO to

MARSEILLES & LONDON. For Passage and Freight apply to MACRINKON, MACKENZIE & CO., 28, Des Voeux Road Central.

PUBLIC AUCTION.

THE Undersigned have received instructions from CAPTAIN GRAY, who is leaving the Colony shortly, to sell by Public Auction,

on FRIDAY, October 24, 1919, at 10.30 a.m., at No. 40a Nathan Road, Kowloon (above Watsons).

THE Valuable Household Furniture, therein contained.

Comprising:—

Upholstered Arm-chairs and Sofa practically new, large and small Blackwood Cabinets, Table, Stands, Teapots, Card Tables, etc., Old Painting, Japanese Silk Shadow Pictures, a number of lots of Chinese Porcelain, Curios, etc. Axminster green Carpet, 14 x 19 (nearly new), Dining Room Suite, Fumed Teakwood, good as new, Dinner, Tea and Coffee Service, complete, large Teakwood Bedstead, large and small Wardrobes, Bureau, Washstand, & Silk-embroidered and Teakwood Screens, Overmantels, Fender Seat, etc., Ice Chest, Pantry and Kitchen Utensils.

Also Upright Piano, Cabinet Gramophone and a number of good Records, Chiming Clock by Gaupp, Arviary with Java Parrots, Electric Fans and Fittings including 4-light Electrolux for Dining Room, New Sunblinds.

(Full Particulars from Catalogue.) On view from Thursday 2.30 p.m. Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, October 17, 1919.

NOTICES.

WHETHER YOU ARE living in HONGKONG or any of the COAST PORTS you SAVE money by shopping at LANE, CRAWFORD'S who have ONLY ONE PRICE for each article.

Quality tells and you can always depend on LANE, CRAWFORDS

GROCERIES

Highest Quality, Lowest Prices.

CEYLON TEA SHREDDED WHEAT BUTTER BEANS

Orange Pekoe 75c. per 1 lb. tin. Biscuits 25c. per pkt. of 12. LAZENBY'S 60c. per 1 lb. tin.

PETIT POIS 35c. per tin. ASPARAGUS 30c. per tin. CAMBRIDGE SAUSAGES "ROYAL TASTE" 30c. per tin. AUSTRALIAN 50c. per 1 lb. tin.

STRAW-BERRIES 75c. per tin. KIPPERED HERRINGS 70c. per 1 lb. tin. ESCALOTS LAZENBY'S 75c. per pint bottle. "Del Monte" 75c. per tin. Finest Scotch 70c. per 1 lb. tin. In Brown Vinegar 75c. per pint bottle.

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SHIPS IN HARBOUR.

List of vessels in port this morning.

British:—Taksang Luchow Patriot Fookshing Hingang Kwongsang Keemun Hahong Fooksang City of Florence Proteus Suisang Loonsang War Sepoy Ciresshell Pheumpenh

Japanese:—Batavia Maru Rofun Maru Nippon Maru Shidzuoka Maru Shingo Maru Madras Maru Kaijo Maru Manila Maru Taiwan Maru Bujun Maru

Chinese:—Shunshing Yuehsang Kwongwai Kanyingfat Shurcheong Alcorae

American:—Tancerville

Dutch:—Limburg Ajax

Norwegian:—Prosper Haldi

French:—Bourbon

THE CHINA MAIL

EXTRA

HONGKONG, FRIDAY, OCTOBER 17, 1919.

COMPANY MEE ING.

INDO CHINA STEAM NAVIGATION CO., LTD.

The thirty-eighth ordinary general meeting of the Indo-China Steam Navigation Co., Ltd., was held at noon to-day at the offices of Messrs Jardine, Matheson & Co., Ltd. Mr D. G. M. Bernard presided and there were also present Sir Paul Chater, C.M.G., Sir Robert Ho Tung, Messrs J. W. C. Bonnar, G. W. Barton, (Directors), W. E. L. Shenton (Solicitor to the Company), G. P. Lammert, R. M. Austin, W. Logan, Lo Man Hin, Chan Ming, Li Yun Kun, R. E. Macdougall, P. T. Tod, S. E. da Luz, S. E. Grimstone, A. M. da Silva, L. E. Remedio, A. B. Stewart, R. J. Patterson, B. Basto, P. M. da Silva, F. Singh, Lo Cheung-shiu, Ho Shai-ki, Li Yew-man, Ho Ying, Ho Shiang, Fung Hun, N. McIntyre, N. L. Railton, G. K. Chatham, W. Rumjahn, H. Ruttonjee, M. K. Lo, M. W. Lo, A. Piercy, N. Croucher and E. F. Ancott (Secretary).

The Chairman said:—Gentlemen, the report and statement of accounts have been in your hands for some days and with your approval I will, as customary, take them as read.

Shortly after our annual meeting held on 1st November last, the welcome news of the signing of the armistice was received, and hopes were entertained that our ships, a large number of which were running in distant waters entirely on Government account, would soon be returned to us to resume running in their normal trades. I am glad to say these anticipations were, to a great extent realised, and as soon as hostilities ceased, the Government began releasing our steamers as rapidly as circumstances permitted. This was followed by an announcement that the National Control Scheme, or as it is better known, the "Liner Requisitions Scheme," would, in the case of this Company, terminate on the first occasion after midnight on 13th March 1919 on which cargo was discharged at a terminal port; from such time therefore all freights, which had hitherto been credited to the Government, have reverted to the Company.

My predecessor at last year's meeting brought to your notice that the Company's steamers running on "flat" requisition in more distant waters and which were not under our immediate supervision, had been subjected to meet excessive wear and tear, and warned you that heavy repairs would be necessary when they were released from Government control. These vessels, as soon as they returned to the China Coast, were thoroughly overhauled and re-conditioned, the work extending over a considerable period, and involving very heavy expenditure, due in a large measure to the increased cost of labour and material. Your Directors, however, have followed the policy adopted by almost all other British shipping companies in this connection and I can with confidence assure you that such thorough repairs and renewals have been effected to the fleet generally this year, that the steamers, despite their severe handling, are now in a very satisfactory condition. I should perhaps mention that whilst a portion of the expense of this re-conditioning is being recovered from the British Government, such portion forms but a very small percentage of the total outlay.

I am pleased to state that all the Company's vessels have now been returned to us, their overhauls and re-conditioning finally completed, the various services re-organised and normal conditions once more reverted to.

With regard to the regrettable loss of the s.s. "Kutsang," our claim against the Government has been settled and although not so satisfactory as we had hoped in the first instance, the basis of the settlement arrived at was the same as that adopted with other companies. The sinking of this vessel, the largest of the Company's fleet, has proved a serious loss to our tonnage suitable for the Calcutta line, which as your chairman stated last year, is of great importance to this Company. Our interests in this trade, however, have been fully protected by utilising extra vessels of smaller capacity pending the placing of new and larger steamers on the run, which matter is now under consideration.

Since 31st December last the opportunity has been taken to dispose of two of the Company's steamers, the s.s. "Maung" and the s.s. "Sulung," which, owing to their age and general condition, were found unsuitable for the requirements of our business, and they were sold at satisfactory prices showing a handsome profit on their book values.

Your Directors, since the cessation of hostilities, have been giving very careful attention to the question

of augmenting the fleet by the building of new and up-to-date steamers. It must be remembered that many of our vessels are becoming old and unsuitable for the modern requirements of trade in these waters and there is also the need of providing for the future expansion of trade in China. Prices of labour and material however, as you are well aware, have advanced enormously in all directions during the last few years and it cannot be expected that we can acquire new tonnage on anything like the same low level as we have done in the past.

Your Directors are confining their attention at present to meeting such requirements as call for immediate attention only. Several new steamers will probably be contracted for in the near future, but a more extensive development of our building programme will, I am afraid, have to be deferred until the labour difficulties are in a more settled condition and the price of building reaches a more reasonable level.

Turning to the report and statement of accounts you will observe that we have opened a new account called "Building Reserve Account." To this account we are crediting the profit on the book values of steamers sold or lost with a view to utilising these amounts to write down the value of new steamers to a more reasonable figure.

I should like to mention a matter which arose in connection with the final dividend for the year 1917 which was declared on 1st November 1918. The dividend was paid to shareholders on the Hongkong register at exchange 2/7 5/16 which was the average rate for the year. The higher exchange value of the dollar, however, that was ruling at the time the dividend was paid would have resulted in paying to shareholders on the Hongkong register in silver a larger sterling equivalent than those on the London register. To adjust this the latter were given an equal sterling amount and the difference was charged to exchange fluctuation account, which course I trust will have your approval.

In order to put the shareholders on the London and Hongkong registers as nearly as possible on an equal footing, it is now proposed that the dividend should be paid at the rate current on the day the accounts and dividend are approved by the directors.

As called for under our trust deed £18,650, first mortgage debentures have been redeemed.

Shareholders will doubtless observe with satisfaction the largely increased amounts shown in the balance sheet against "Investments" which now total £1,541,654-18-10. An addition of £732,133-15-10 has been added to this account during the year under review, and you will I am sure approve of the steps taken by your Directors to avail of the high rate of exchange by converting our silver revenue as it became available and investing as much of our surplus money as possible in Government War Securities yielding satisfactory rates of interest.

Numerous applications have again been received from various marine charitable institutions and the Company during 1918 contributed amounts commensurate with the needs of each call, and also donated a further \$10,000, to local War Charities. Such payments I trust have your approval.

Your Directors have pleasure in again recording their appreciation of the excellent services rendered by the floating staff, which I feel sure will be endorsed by all shareholders. It is gratifying to know that the trying conditions under which many of our employees afloat had to perform their arduous duties during the war period, are now happily at an end, and I feel you would wish me to take this opportunity of conveying to them an expression of your gratitude for the conscientious manner in which they have one and all carried out their duties. (Applause) The "Kutsang" is the only vessel of the Company lost through a direct act of war and the Company has to congratulate itself on escaping more serious loss, which has unfortunately been the lot of most other British shipping companies.

Fortunately the shortage of officers is no longer acute and it has been possible to arrange home leave for many of our employees which, owing to war conditions, was long overdue.

In conclusion, gentlemen, I must express regret that it has been impossible to present the accounts earlier this year. This is entirely due to the protracted negotiations with the Government as regards the terms under which our vessels were requisitioned. As you were informed by my predecessor, these negotiations lasted for upwards of a year and although the final adjustment of government accounts may possibly result in a little delay in holding our next annual meeting, every effort will be made to make up for lost time with a view to holding it as near the usual time as possible.

HINDU RELIGIOUS RIOTER.

EIGHT SEVEN CORD TO DEATH—138 TO THIRTY-NINE.

After a long trial, judgment was delivered in the Karpur riot case in which 172 persons were charged in connection with serious riots in the village Karpur, (United Provinces). The riots arose from the Hindus objecting to the Mohammedans sacrificing cows on the occasion of the Rakrid festival in 1918, and practically the whole village was burned down, 30 Mohammedans being killed. Eight of the accused Hindus were sentenced to death, 135 others to transportation for life, and the remainder acquitted. The accused included the leading men of the place.

THE CONSCIENTIOUS OBJECTORS.

It is satisfactory to learn from the Home Secretary's reply to Mr. Acland that all the conscientious objectors have now been released. The punishment originally inflicted upon most of these men could not be reconciled with the Act of Parliament which provided for their claims. Their continued and incessant punishment became more stupid persecution. Mention after the Armistice was indefensible on any view of their position. There are many things in the war to which Englishmen can look back with pride. The treatment of the conscientious objectors is not one of them. It is a pity that this sorry business is at an end.

I think, gentlemen, I have now dealt with the more important events of the year under review, and I have much pleasure in proposing the following resolution:—That the report and statement of accounts so presented including the payment of a final dividend of 3 shillings (3s.-) on the preferred and £2-10-0 on the deferred shares be adopted, that the sum of £10,048-8-3 be carried forward to next year's account and that the dividend on shares on the Hongkong register be paid at Exchange 4/2 3/4.

As soon as this resolution has been seconded, I shall be pleased to reply to the best of my ability to any questions which the shareholders may desire to ask.

Sir Paul Chater—I beg to second the resolution proposed by the Chairman.

The Chairman—The resolution which you have just heard read has been proposed by myself and seconded by Sir Paul Chater. It is now before the meeting for discussion.

The Chairman—No shareholder having any remarks to make I will put the resolution to the meeting. Those in favour will please hold up their hands. Against? . . .

None. Carried unanimously. The next business gentlemen is the confirmation of the appointments of Directors.

Mr. Lo Cheung Shui—I beg to propose the confirmation of the appointment of Messrs. G. W. Barton and J. W. C. Bonnar as directors from 2nd May, 1919, and 10th July 1919, respectively. Mr. U. Rumjahn—I beg to second that.

The Chairman—The confirmation of the appointment of Messrs. G. W. Barton and J. W. C. Bonnar as directors from 2nd May 1919 and 10 July 1919 respectively has been proposed by Mr. Lo Cheung Shui and seconded by Mr. U. Rumjahn. Those in favour will please signify in the usual way. Against? . . . Carried unanimously.

The Chairman—The next business, gentlemen, is the re-election of directors.

Mr. G. P. Lammert—I beg to propose the re-election of Mr. J. W. C. Bonnar as a director of the Company.

Mr. A. B. Stewart—I beg to second that.

The Chairman—The re-election of Mr. J. W. C. Bonnar as a director of the Company has been proposed by Mr. G. P. Lammert and seconded by Mr. A. B. Stewart. Those in favour will please signify in the usual way. Against? . . . Carried unanimously.

The Chairman—The next business, gentlemen, is the re-election of auditors.

Mr. F. Smyth—Mr. Chairman I beg to propose the re-election of Mr. A. H. Lowe and Mr. E. A. M. Williams as auditors for the year 1919 at a remuneration to be fixed by the directors.

Mr. W. Logan—I have much pleasure in seconding that.

The Chairman—It has been proposed by Mr. F. Smyth and seconded by Mr. W. Logan that Mr. A. H. Lowe and Mr. E. A. M. Williams be re-elected auditors. Those in favour please signify in the usual way. Against? . . . Carried unanimously.

The Chairman—That is all the business, gentlemen. I thank you for your attendance. Dividend warrants will be ready, on application, to-morrow morning.

HONGKONG DEFENCE
CORP.

Administrative Orders by Major J. H. W. Armstrong, Y.D., Acting Administrative Commandant.

STRENGTH.

No. 475 Corp. W. H. Bell, "B" Company, is permitted to resign, on leaving the Colony, from 31st October, 1919.

No. 851 Pte. J. R. Suiter, Stretcher Bearer Section, is permitted to resign, on leaving the Colony, dated 14th October, 1919.

No. 631 Pte. A. W. Eastman, "B" Company, is permitted to resign, on leaving the Colony, from 31st October, 1919.

LEAVE.

2nd Corp. J. S. Thomson, Engineer Company, is granted 14 months' leave from 15th November, 1919.

ALLOTMENT OF RIFLE RANGE.

King's Park Range is allotted to the 7th Punjab from 1st to 7th November, 1919, inclusive, Sunday excepted, from 7 a.m. to 1 p.m. Daily.

Orders for Engineer Company by Captain R. Hall.

D.E.L. INSTRUCTIONAL CLASSES.

Recruits will parade for D.E.L. instruction under R.E. Instructors at Belcher's at 9 p.m. on Wednesday, 22nd October. Officer on duty: Captain R. Hall.

PAY.

Pay for September will be issued at Engineer Company Office, H.K.D.C. Headquarters, between 5.15 and 6 p.m. on Wednesday, 22nd October.

Orders for Infantry Battalion.

"B" COMPANY.

Tuesday, 21st October.—5.15 p.m. No. 6 Platoon. The following Men will parade at Headquarters for T.E.T.:—Ptes. J. C. Clark, P. R. Glendinning, W. S. Glendinning, D. M. C. Goodall, H. O. Holt, G. T. Knight, J. A. Plummer, E. H. Ray, W. A. Shepherd, J. Wiltshire, T. Claxton, E. R. Hallifax, T. Hynes, and W. Jackson.

Staff Sergt. Edmonds and Sergt. Meade will attend. Rifles to be carried. Uniform need not be worn. N.C.O.s as detailed by Platoon Commander to attend.

Friday, 24th October.—5.15 p.m. No. 6 Platoon. The following Men will parade at Headquarters for T.E.T.:—Ptes. C. Stuart, H. H. Taylor, W. A. Stephens, R. E. Bellins, D. K. Moss, and A. G. M. Fletcher.

Staff Sergt. Edmonds and Sergt. Meade will attend. Rifles, belt, pouches and dummy cartridges to be carried. Uniform need not be worn. N.C.O.s to attend as detailed by Platoon Commander.

Orders for Cadet Company by Lieut. A. O. 1919.

PAL DE.

At Headquarters on Saturday, 18th instant, at 1.30 p.m. Uniform, Caps and belts.

G. E. STEWART, Captain, Adjutant, H.K. Defence Corps, Hongkong, October 17, 1919.

"FLYING THE WHITE
PIGEON."

At the Magistracy this afternoon before Mr. N. L. Smith, two Chinese women were charged with conspiring with others not in court, to defraud a woman of the sum of \$120.

Mr. McElderry of the S.C.A. is office prosecuted.

The complainant stated that on August 7 she bought a girl as daughter from the second defendant. She paid \$120. A deed was executed and it was signed by both the defendants, the first being the go-between. Witness was told that the girl was the daughter of second defendant's elder sister, and she had lost both of her parents. She said that the girl was big and not likely to take her, but finally she was persuaded by the defendants to have her as her bought daughter. The second defendant then said that the girl was possible, and if she turn bad, she would hand her back the money. On the morning of August 8, when her son, aged 7, got up, he discovered that the girl had disappeared. She was told, and a search for the girl was made.

The case was continuing as we went to press.

"AMONG THE CANNIBALS."

FILM PUBLICLY BURNT AT LIMERICK.

The Gaiety Theatre Kinema at Limerick was entered on August 12 by members of the local Vigilance Committee, and the film "Adventures among Cannibals" was seized, taken outside, and publicly burnt amid cheers. A large number of constabulary were present, but did not interfere. Some of the figures were stated to be in the nude, hence the objection.

THE WAR MIND.

Lord Robert Cecil said recently that what the country needs most at this moment is to get rid of the war mind. It looks as if the country will only get rid of the war mind when it gets rid of the Government. For the Government find the war atmosphere so convenient that they want to keep it as long as possible. "Anybody," said Cavour, "can govern in a state of siege." Our Ministers, having had a taste of governing in a state of siege, are reluctant to attempt the task of governing under any other conditions. They are now proposing that Parliament should authorise them to continue for twelve months "from the termination of the present war" a number of drastic restrictions on personal freedom which nothing but the fact of war could make tolerable to any people that cared for its liberty. A regulation that is to continue is the regulation giving power to the competent military or naval authority or police constable to arrest "any person whose behaviour is of such a nature as to give reasonable grounds for suspecting that he has acted or is about to act in a manner prejudicial to the public safety or the defence of the realm, or upon whom may be found any article, book, letter, or other document the possession of which gives ground for such a suspicion." There must be very few people in the country, except Sir Edward Carson, who have not made themselves liable at one time or another to arrest under this regulation. Presumably it was for this offence that an Irish workman who had been in the pocket of the highly-seasoned Ulster kind was clapped into jail for six months.

These are very grave proposals, but they will be debated and discussed. But a sign has already been given that the Government are not without a certain character without doubt.

There is a system of industrial espionage was established in the Ministry of Munitions. That Department learnt in course of time what a dangerous instrument it was. That system, introduced under cover of war, has now been established as part of our domestic machinery as a branch of the Home Office. Some day the whole truth of the proceedings of this kind that did so much to embitter the munition workshops during the war will be made public, and the sooner the better. Many competent judges believe that these methods of spying were at the bottom of a great deal of the industrial unrest during the war. We know from history what mischief and danger lurk in these devices. A century ago Lancashire was in a state that was virtually civil war because the Home Office and the magistrates suborned working men to act as spies on their comrades and to enter trade unions and reform societies in order to find out their secrets. Such methods are peculiarly repulsive to Englishmen, and the fact that our present Ministers have resort to them shows that they are as much out of touch with the feeling and sentiment of their countrymen as were Sidmouth and Eldon. We believe that strong objections to this reactionary course were urged by the responsible officials of the Ministry of Labour, and no wonder, for it is clearly impossible to combine the method of consulting Labour and the method of spying on Labour, to treat Labour as a friend and to treat Labour as an enemy. Spying of this kind at the worst produces plots and conspiracies manufactured or stimulated by the spies themselves; at the best it drives discontent underground and makes it more dangerous. The men who employ these spies are credulous, and the spies themselves have every motive for finding trouble. They are men who do dirty work which no men of character would touch. It is amazing and outrageous that at this time of day any set of Ministers should revert to practices which were condemned most strongly by a British House of Commons a century ago. A Frenchman invented an expressive phrase for this kind of relapse, "nostalgie de la boue," a diseased longing for reversion to the unclean.

The Government, anxious to find any other reason than the true one for the dangerous condition of the country, are talking about plots, and Bolshevism. This sounds much better than the reason of which full evidence has been given at the elections. Do Mr. Lloyd George and Mr. Bonar Law and Mr. Churchill think that it is Bolsheviks who have changed the minds of the voters of Liverpool, Leyton, Hull, Aberdeen, Swansea, and Bothwell? What have the Government done to inspire confidence? Look at their mischievous interferences with trade, interferences not merely mischievous but of doubtful legality, and then note how they have failed to protect the consumer from the profiteer in clothes and boots. Where control might have helped the worker it has been abandoned, while a vexatious and capricious system of licences and monopolies has been maintained under circumstances that provoke all kinds of suspicion. Compare their brave words yesterday about resisting the illegitimate pressure of direct action with their timid surrender to Sir Edward Carson. Look at their handling of industrial difficulties, their record over Ireland, their equivocations and prevarications over conscription, and the sheer provoca-

UNDER WHICH KING?

WHO SHALL BE OBEYED?

At the monthly meeting of the North of England Steamship Owners' Association consideration was given to the serious situation created by the Coal Controller in limiting the scope of loading of vessels under 700 tons.

The following telegram was sent to the President of the Board of Trade:—"We telegraphed the Ministry of Shipping yesterday that steamers released by the Minister from coasting trade would be allowed to run under licence granted by the Ministry of Shipping for France. The Coal Controller has issued regulations for collieries that they must not load steamers under 700 tons net register except for coast. There is serious detention, now and in view, to ships here and in Wales, because collieries will not provide coal for them. Evidently there must be some misunderstanding between the controllers. Shipping Controller has asked us to address ourselves to you. Will you therefore please inquire into the matter and allow these steamers to load France and avoid this serious detention and loss of money to the country."

It was agreed to confirm the telegram and wire again for a reply, as vessels are in the meantime being held. The following resolution was passed for circulation by wire to the Prime Minister:—

"This meeting of the North of England Steamship Owners' Association protests strongly against the unreasonable restriction in the tonnage of vessels allowed to load for France, which is causing a serious shortage of coal for the prevention of supply of cargo for voyages already arranged with the sanction of the Shipping Controller. This is not only causing great embarrassment to shipowners in arranging their work, but conduces to uneconomical utilisation of tonnage from national point of view. This meeting desires that the licence of the Shipping Controller shall be paramount."

A HOUSEBOAT TRAGEDY.

On October 7 at Shanghai Mr. G. W. King, H. M. Coroner, concluded his inquiry into the circumstances of the death of Herbert Alfred Hardy, who lost his life whilst on a houseboat trip near Soochow.

Dr. N. Hay Bolton, describing the autopsy which he made, stated that there were no external signs of violence. The condition of the lungs showed that death was not due to drowning, and the heart was apparently perfectly healthy. He concluded that death was due to shock.

The Coroner—That is rather unusual, is it not? The boy was only in the water for two minutes, at the most.

Witness—He may have been frightened, and that would have had an effect. It is an unusual case.

The Coroner—This was not what you would call a great shock for a boy of twelve, especially as the water was not cold.

Witness gave it as his opinion that death was due to shock following upon sudden and unexpected immersion.

The Coroner—If he had fallen a distance of 20ft. or so into the water there would have been shock, but he did not fall a great distance. And it is quite clear that he did not receive any injury in falling. In your opinion it is a very unusual case?

Witness—Very unusual indeed. No doubt it was a severe mental strain. But I can give no explanation other than shock.

The Coroner returned a verdict in accordance with the medical evidence. He expressed sympathy with the parents in losing a very promising boy indeed, and added that the case appeared to be a very rare one of which there could be no absolutely satisfactory explanation.

The total output of the Kailan Mining Administration's mines for the week ending October 4 amounted to 74,895 tons and the sales during the period, to 71,402 tons.

tion they have offered to the suspicions of Labour by their behaviour to Russia. The war has created problems of immense difficulty for every nation, and it has made millions of people, conscious of their sacrifices and sufferings during the last four years, not more but less patient of hardship and injustice. To tell people in such circumstances to trust Parliament is one thing; to give them reason for trusting it is another. The difficulty is that we have a Government and a Parliament which represent the war mind of last December, still relying on stunt methods and thinking only of strategical manoeuvres. A few months more of such government may easily land us in a catastrophe.—*Manchester Guardian*.

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S.S.	Leave Hongkong about	Due MARSEILLES about	Due LONDON about
PRINCESSIN KITA NOVARA	29th October 1st November 7th December	1st December 3rd December 8th January	10th December 13th December 17th January

BOMBAY via STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
DUNERA	15th November	29th November

CALCUTTA via STRAITS and RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
JAPAN	22nd October	13th November

SHANGHAI, MOJI KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
GREGORY APCAR DUNERA NOVARA	31st Oct. 24th Oct. 7th Nov.	30th October (Kobe). 28th October (Shanghai). 31st November

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SUWA MARU (Omitting Manila) ... Saturday, 1st Nov., at 11 a.m.
KASHIMA MARU ... Saturday, 22nd Nov., at 11 a.m.
LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.
SHIDZUKA MARU ... Friday, 17th October, at Noon.
KAGA MARU ... Friday, 31st October, at Noon.
MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKKO MARU ... Saturday, 25th October, at 11 a.m.
AKI MARU ... Wednesday, 19th November, at 11 a.m.
NEW YORK & HAVANA via Kobe, Yokohama, Murnora, San Francisco, Panama & Colon.
TOKIWA MARU ... Middle of November.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

SHINRYU MARU ... Monday, 29th October.
TENSIN MARU ... End of October.

CALCUTTA & RANGOON via Singapore & Penang.

KANAGAWA MARU ... Sunday, 2nd November.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 18th October, at 11 a.m.
TANGO MARU ... Saturday, 22nd November, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHINGO MARU (Omitting Shanghai) Thursday, 18th October.
NAGATO MARU (Omitting Shanghai) Saturday, 18th October.

TAMBA MARU ... Sunday, 19th October, at 11 a.m.
TOTOMI MARU (Omitting Shanghai) Monday, 20th October.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, Rotterdam, etc.).

DELAGOA MARU (London, Antwerp & Rotterdam) Saturday, 25th October.
TOYOOKA MARU (Marseilles & Liverpool) ... Thursday, 30th October.

For further information apply to—
NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

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Estimates furnished on application.

Hongkong, April 1, 1919.

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
San Francisco via Shanghai & Japan, &c.	Shingo Maru	Toyo Kisen Kaisha	On 29th October.
San Francisco via Shanghai, Japan &c.	Fuji Maru	Toyo Kisen Kaisha	On 10th November.
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co.	On 21st Nov., at Noon.
San Francisco via Shanghai, Japan &c.	Vancouver	China Mail S.S. Co., Ltd.	On 22nd Nov., at Noon.
San Francisco via Shanghai, Japan &c.	Nanking	China Mail S.S. Co., Ltd.	On 4th November.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	About 19th Oct.
San Francisco via Shanghai, Japan &c.	Ionian	The Admiral Line	On 17th Oct.
Seattle, Tacoma, Victoria & Vancouver.	Manila Maru	Ozaka Shosen Kaisha	On 1st Nov., at 11 a.m.
Victoria, B.C., & Seattle via Strait &c.	Suwa Maru	Nippon Yusen Kaisha	On 30th October.
Vancouver via Shanghai, Japan &c.	Empress of Russia	Canadian O.S. Co.	On 5th November.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Co.	Early of Nov.
Australian Ports via Manila	St. Albans	Gibbs, Livingston & Co.	On 25th Oct., at 11 a.m.
Australian Ports via Japan	Nippon Yusen Kaisha	Toyo Kisen Kaisha	On 21st Nov., at 11 a.m.
New York via Panama	Eurymedon	Butterfield & Swire	On 21st Nov., at 11 a.m.
Portland	Harland	The Admiral Line	About 10th Nov.
Shanghai, Kobe & Yokohama	Aki Maru	Nippon Yusen Kaisha	On 18th Oct., at 11 a.m.
Shanghai, Kobe & Yokohama	Totomi Maru	Nippon Yusen Kaisha	On 20th Oct.
Shanghai & Tangao	Fookang	Butterfield & Swire	On 20th Oct., at 5 p.m.
Shanghai	Chenau	Butterfield & Swire	On 19th Oct., at 11 a.m.
Shanghai	Shantung	Butterfield & Swire	On 21st Oct., at Noon.
Shanghai	Hinsang	Jardine, Matheson & Co., Ltd.	On 24th Oct., at Noon.
Calcutta via Straits & Rangoon	Kanagawa Maru	Nippon Yusen Kaisha	On 2nd Nov.
Singapore, Penang & Baitan-Deli	San Wai-wai	Java-China-Japan Lijn	On 17th Nov., at 3 p.m.
Takao via Swatow & Amoy	Sushu Maru	Ozaka Shosen Kaisha	On 23rd Oct.
Swatow & Bangkok	Lucrow	Butterfield & Swire	On 21st Oct., at 10 a.m.
Swatow, Amoy & Poohow	Haihong	Douglas LaPraik & Co.	On 19th Oct., at 10 a.m.
Manila	Loongang	Jardine, Matheson & Co., Ltd.	On 17th Oct., at 3 p.m.
Bombay & Colombo	Indus Maru	Ozaka Shosen Kaisha	On 22nd Oct.
London and Antwerp	Celebes Maru	Nippon Yusen Kaisha	On 30th Oct.
London via Singapore, Pang & C'bo &c.	Shidzuka Maru	Ozaka Shosen Kaisha	On 17th Oct., at Noon.
Mauritius, Delagoa Bay, Durban	Seattle Maru	Ozaka Shosen Kaisha	Middle of November.
Bombay, via Singapore, Malacca & Colombo	Khiva	P. & O. B.L. & A.L.	On 1st Nov.

Y. K. K.

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(THE YAMASHITA STEAMSHIP CO., LTD.)

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THE Steamship

"VAN WAERWYCK"

will be despatched on the 7th November at 3 p.m. to—
PENANG and BELAWAN DELI.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers.
Wireless Telegraphy.

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Monthly Service between

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The steamers are all fitted throughout with electric light and have
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All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the
United States of America and Canada.

For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN,
GENERAL MANAGERS.

Telephone No. 1574.

York Buildings.

NOTICES TO CONSIGNEES

AMERICAN AND ORIENTAL

LINE.

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship

"MINERIC."

having arrived, Consignees of Cargo
are hereby informed that all Goods
are being landed at their risk
into the Hazardous and/or extra
hazardous Godowns of the Hong-
kong & Kowloon Wharf & Godown
Co., Ltd., whence delivery may be
obtained.

No claims will be admitted after the
goods have left the Godowns, and
all goods remaining undelivered after
the 17th October, will be subject to
rent.

All claims against Steamer must be
presented to the Undersigned on or
before the 24th October, 1919, or
they will not be recognised.

All broken, chafed and damaged
Goods are to be left in the Godowns
where they will be examined on 16th
October, at 9 a.m.

No Fire Insurance will be effected.
Bills of Lading will be countersig-
ned by—

THE BANK LINE, LIMITED.
General Agents.

Hongkong, October 19, 1919.

NOTICES TO CONSIGNEES

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship

"CITY OF FLORENCE."

having arrived, Consignees of cargo are
hereby informed that all goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of the
Hongkong & Kowloon Wharf & Go-
down Co., Ltd., whence delivery may be
obtained.

No claims will be admitted after the
goods have left the Godowns, and all
goods remaining undelivered after the
22nd October will be subject to rent.

All claims against Steamer must be
presented to the Undersigned on or
before the 29th October, 1919, or they
will not be recognised.

All broken, chafed and damaged
Goods are to be left in the Godowns
where they will be examined on 21st
October, at 9 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersig-
ned by—

THE BANK LINE LIMITED.
General Agents.

Hongkong, October 15, 1919.

SHIPPING

PACIFIC MAIL S.S. CO.

U. S. Mail Line.

OPERATING THE NEW FIRST CLASS STEAMERS—
"ECUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 Tons each.

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The most Comfortable Route to America and Europe.

Sailings from Hongkong at Noon.

S.S. "COLOMBIA" ... WEDNESDAY, Nov. 5th

S.S. "VENEZUELA" ... TUESDAY, Dec. 2nd.

S.S. "ECUADOR" ... WEDNESDAY, Dec. 31st.

These Steamers have the most modern equipment including overhead
electric fans and electric lighting, ALL LOWER BERTHS and large
comfortable staterooms (All single and two berths only).

The Safety and Comfort of Passengers is our first consideration.
Special care is given to the cuisine, and the attendance on
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Tickets are interchangeable with the Toyo Kisen Kaisha and the
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For further information, rates, literature, schedules, etc., apply to—
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HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

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Further information may be obtained at the Company's Office, Hotel Massena,
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"ST. ALBANS" Sydney, via Queensland Ports. 13th Oct. Early November

"ST. ALBANS" Kobe direct. 13th Oct. 15th October.

The above steamers have excellent accommodation for First and Second
Saloon Passengers, having been built expressly for Tropical climates, and are
complete with every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewards are carried on each vessel.

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AGENTS.

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THE STEAMSHIP

"LOWTHER CASTLE"

Will be despatched on or about

14th November.

Via PANAMA.

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ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

—DRY DOCK—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of
SILL (B.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up
to 2,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE,
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HONGKONG, CHINA, & JAPAN.

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TELEPHONE NO. 513.

Cable Flag: "50" OVER AIR. PENHANT.

Hongkong, October 15, 1919.

SHANTUNG DEAL.

ALLEGED PLEDGES OF THE ALLIES.

DOCUMENTS QUOTED IN THE SENATE.

The "Philadelphia Ledger" contains some interesting documents bearing on Japan's claim to the former German territories in the Shantung province of China. These were quoted by Senator Norris during the debate in the American Senate. It is stated, it will be remembered, that Mr. Wilson opposed the demand of Japan at the Paris Conference that she should take over Kiaochow and Shantung from Germany, but that he had to yield on discovering that England, France, and Italy had already early in 1917 pledged their support to Japan.

The documents purport to be those which passed between England, France, and Japan at the time when China was being urged to enter the war on the side of the Allies. Senator Norris alleged that the Japanese Minister approached the British Ambassador at Tokyo on January 27, 1917, and that the following correspondence then took place:—

ENGLAND TO JAPAN.

British Embassy, Tokyo, February 16, 1917.

My Dear Excellency.—With reference to the subject of our conversation of the 27th ultimo, his Britannic Majesty's Government accedes with pleasure to request of the Japanese Government for an assurance that they will support Japan's claims in regard to the disposal of German rights in Shantung and possessions in the islands north of the equator on the occasion of the Peace Conference; it being understood that the Japanese Government will in the event of peace settlement treat in the same spirit Great Britain's claims to the German islands south of the equator.

Conyngham Greene, His Britannic Majesty's Ambassador.

JAPAN'S REPLY TO ENGLAND.

February 21, 1917.

The Japanese Government is deeply appreciative of the friendly spirit in which your Government has given assurance and happy to note it as fresh proof of the ties that unite the two Allied Powers. I take pleasure in stating that the Japanese Government on its part is fully prepared to support in the same spirit the claims which may be put forward at the Peace Conference in regard to the German possessions in the islands south of the equator.

III.

JAPAN TO FRANCE.

The Imperial Japanese Government proposes to demand from Germany at the time of the peace negotiations the surrender of the territorial rights and special interests Germany possessed before the war in Shantung and the islands situated north of the equator in the Pacific Ocean.

The Imperial Japanese Government confidently hopes the Government of the French Republic, realising the legitimacy of these demands, will give assurance that, her case being proved, Japan may count upon its full support in this connection.

It goes without saying that reparation for damages caused to the life and property of the Japanese people by the unjustified attacks of the enemy, as well as other conditions of peace, of a character common to all the Entente Powers, are entirely outside the consideration of the present question.

IV.

THE FRENCH REPLY TO JAPAN.

The Government of the French Republic is disposed to give the Japanese Government its accord in regulating at the time of the peace negotiations vital to Japan concerning Shantung and the German islands in the Pacific north of the equator. It also agrees to support the demands of the Imperial Japanese Government for the surrender of the rights Germany possessed before the war in the Chinese provinces and these islands.

M. Briand demands, on the other hand, that Japan give its support to obtain from China the breaking of its diplomatic relations with Germany, and that it give this act desirable significance. The consequences of this in China should be the following:—

1. Handing passports to the German diplomatic agents and consuls.

2. The obligations of all under German jurisdiction to leave Chinese territory.

3. The internment of German ships in Chinese ports and the ultimate requisition of these ships in order to place them at the disposition of the Allies following the example of Italy and Portugal. According to the information of the French Government, there are fifteen German ships in Chinese ports, totalling about 40,000 tons.

4. Requisition of German commercial houses established in China; forfeiting of the right of Germany in the concessions she possesses in certain parts of China.

CORRESPONDENCE.

AN APPEAL FOR HON'G TROOPS.

[To the Editor of the China Mail.]

Headquarters.
China Command.

Hongkong, October 17 1919.
SIR,—A number of Troops are proceeding to the United Kingdom for demobilization, on the s.s. "Khiva" on about the 1st of November, and I beg to request that you will be good enough to insert the following appeal in your columns:—
"An appeal is made for books, games etc. for the Troops proceeding Home for demobilization in s.s. "Khiva" on about the 1st of November. Any gifts of the above kind (money is not required) will be gratefully received, and should be sent to Military Headquarters."

Thanking you,
I am,
Sir,
Yours faithfully,

C. WILLETT,
Major,
Deputy Assistant Adjutant, and
Quarter Master General,
China Command.

HISTORIC BOWLS.

[To the Editor of the China Mail.]

Dear Sir,—I have read with interest your recent articles on lawn bowls and thank you for having helped to arouse public interest in the game.

I note however, that you take exception to parts of a speech of mine made at the Interport Dinner on which occasion I stated that the crown green game is the English game and that lawn bowls, as at present played, is a Scottish game. Also, someone styling himself "Plymouthian" has written to your paper assuring me that the game in the West Country is the same as played here, just as popular and with the greens better laid out. (Wait a minute Plymouthian—one scalp at a time) Now as to this contention of mine that the crown green game is the English game I admit that what I should have said is: "was the English game. Having read at odd times such learned authorities on lawn bowls as Dingley, Fittis, Manson and others I am now satisfied that the crown green game was, at one time, almost universally played throughout England, but fell into disrepute through becoming a pot-house game—the resort of gamblers. It is quite true that the crown green game, to-day, is confined to Lancashire, Yorkshire and certain of the midland counties of England but is there not a certain significance that the game should survive in the very heart of England? Is it not also significant that the crown game is not known in any country outside England?

On the other hand flat bowling, in some form or other, has existed throughout Europe from the very earliest times. In my opinion there is not the slightest evidence to prove that the game originated either in England or Scotland. It is true that flat bowling existed in Great Britain as far back as the twelfth century, but bowling in these days, judging from woodcut illustrations of the game, can have had little resemblance to our present day lawn bowls. The bowls then used were round, without bias and were played to a cone or peg. In 1388 bowling was known as "jeter de pierre" and was proscribed as an unlawful game. I have a strong suspicion that this game was the forerunner of our present-day game called, skittles. There is no authentic evidence that bowling with biased bowls existed before the sixteenth century.

The game at that period was the pastime of kings and courtiers; and every mansion house, both in England and Scotland had its bowling green. This game was really the forerunner of the present day game and was most probably introduced into Great Britain by English and Scottish mercenaries and adventurers because biased bowls were played with in France before that period, notably in Brittany. In 1588 the game had taken such a hold in Scotland that the Kirk Session forbade its being played on the Sabbath. The legend of Drake at Plymouth Hoe has generally been accepted as true but there are many learned men who refuse to believe it. Manson, however, says: "The incident is probably true" and "A green has been laid down on the Hoe on the supposed site or as near it as it may be."

But all this does not refute my contention that the game of lawn bowls, as played to-day, is a Scottish game. "Plymouthian" who is so proud of his West Country greens should note what Manson says in his "The Complete Bowler." "To the Scots we owe the salvation of the game. They stripped it of its undesirable surroundings and made a beautiful game of it. They gave it laws, demonstrated what constituted a perfect green and how to lay and maintain it and fostered the game's most valuable social feature—its democratic spirit."

In the same book he tells you that the Scottish Lawn Bowls Association was formed in 1892 and the English in 1903. The latter was formed under the leadership of W. G. Grace, the famous cricketer and frankly adopted the Scottish Bowling Laws. And now mark you what Manson again says: "At the very outset E. B. A. had trouble with the various clubs in London, East Anglia, Devon and the South West, each club having its own code and objecting to adopting the Scottish or Irish game."

Finally, Manson says "they slowly came into line and in most cases relaid their greens to meet the new conditions." So that after all the fine greens in the West Country would seem to be due to the efforts of Scotsmen. It is interesting to note that prior to 1871 no green south of the Border had a ditch.

I think that the above will suffice to support my oral remarks made at the Interport Dinner and shall therefore let the argument rest for the moment.—Yours very truly,
W. G. GERRARD,
President, Hongkong Lawn Bowls Association.

Hongkong, October 17.

STOWAWAYS.

BOY PASSENGER WHO HAD LOST HIS TICKET.

A man and a boy were before Mr. Lindsay this morning charged with unlawfully being found on board the s.s. "Laisang," and with intent to be stowaways to Singapore. The man said he had no money to buy a ticket. He was fined \$25 or one month. The boy pleaded that his father had given \$55 to a fohi to buy a ticket. He had the ticket with him to go to Singapore but, when on board the ship he discovered it was not in his possession. The father of the boy was called. He said that he was sending his son to Singapore to join a relative. He gave a fohi \$55 to buy a ticket for his son. He did not know his son had lost the ticket until he was arrested. His Worship discharged the boy.

SALE OF A STEAMER.

The China Mail was informed this morning by Mr. Barton of the Douglas s.s. Co., that arrangements are practically complete for the sale of the company's s.s. "Haitan" to Messrs. Nemazee and Co. The sale only remains to be confirmed by the directors of the company. The vessel will not change hands, however, until the beginning of November, when the Company's s.s. "Haichang," which is at present chartered to Chinese, will return to its usual run in the coast.

Interviewed by our reporter, Mr. Nemazee said that his firm is buying the "Haitan" as agents of a Chinese syndicate. He is not sure yet if the vessel will be put on any regular run. It is intended to employ her in the rice trade mostly between here and Basra.

WEEKLY SHARE REPORT.

Messrs. W. Logan & Co., report on October 17:—

The slackness mentioned in our last report has continued during the week under review and only a small amount of business has been put through prices however remain about the same but until money becomes easier no great hopes of an improvement can be expected. The Shanghai Market in all Cotton Shares is very strong both for Cash and forward deliveries.

Banks.—Hongkong and Shanghai Banks no business has been reported but owing to the higher rate of exchange shares can now be obtained at \$62 1/2.

Marine Insurances.—Cantons are still enquired for at \$440. Also Northern China at \$120 and Far Eastern at \$125. Unions have sellers at \$210 and buyers at \$206.

Fire Insurances.—Hongkong Fires can be placed at \$350 China Fires are quoted \$138 nominal.

Shipping.—Douglases a fair amount of shares have changed hands at \$81 and more shares are wanted. Steamboats have sellers at \$244. Indo-China (deferred) are strong and shares could be placed at \$200. Shell Transports have receded slightly but buyers are in evidence at \$180 1/2.

Refineries.—No business has been reported in this market. China Sugars remaining nominal at \$177 and Malabons at \$46.

Docks and Wharves.—Kowloon Wharves have eased off a little and shares can be had at \$111. Hongkong Docks after sellers at \$177 a new wanted at \$174. Shanghai Docks are weak with probable buyers at \$118. New Engineerings have buyers in the North at \$125.

Cottons.—All shares are strong in Shanghai the following are the latest quotations:—

Ewos	Tis. 380
Kung Yiks	" 34
Loau Kung Mows	" 240
Orientalis	" 140
Shanghai Cottons	" 252 1/2
Yangtzepeeps	" 19

Kung Yiks have buyers for December delivery at \$15.40, Yangtzepeeps at \$15.22 1/2.

Miscellaneous.—Cements are wanted at \$7 1/2, China Lights \$7 1/2 (old) \$5 1/2 (new) Hongkong Electric \$80. Hongkong Ropes \$229, Steam Lamps \$24, Steel Foundries \$10, Watsons \$6.15, Powells \$12 and Wisemans \$29 all Buyers.

English in 1903. The latter was formed under the leadership of W. G. Grace, the famous cricketer and frankly adopted the Scottish Bowling Laws. And now mark you what Manson again says: "At the very outset E. B. A. had trouble with the various clubs in London, East Anglia, Devon and the South West, each club having its own code and objecting to adopting the Scottish or Irish game."

Finally, Manson says "they slowly came into line and in most cases relaid their greens to meet the new conditions." So that after all the fine greens in the West Country would seem to be due to the efforts of Scotsmen. It is interesting to note that prior to 1871 no green south of the Border had a ditch.

I think that the above will suffice to support my oral remarks made at the Interport Dinner and shall therefore let the argument rest for the moment.—Yours very truly,
W. G. GERRARD,
President, Hongkong Lawn Bowls Association.

Hongkong, October 17.

LATEST SHIPPING.

NEWS.

ARRIVALS.

The s.s. "Yuetschang," (Capt. Ross) arrived from Swatow this morning with 150 tons of general cargo.

The s.s. "Prosper," (Capt. Olsen) arrived from Melbourne via Sebatik yesterday with 2,555 tons of general cargo.

The s.s. "Fooshing," (Capt. Robertson) arrived from Probolinggo via Sebatik at 7 a.m., to-day with 3,014 tons of sugar.

The s.s. "Nazato Maru," (Capt. Tomita) arrived from New York via Manila with 2,010 tons of general cargo and 2 bags of mails.

The s.s. "Hinsang," (Capt. Malkin) arrived from Sandakan yesterday with 4,443 tons of general cargo and timber and 2 bags of mails.

The s.s. "Patriot," (Capt. Le Brun) arrived from Chingwantao at 7 a.m., to-day with 2,630 tons of coal, 2 tons of freelay and 20,000 bricks.

The s.s. "Shunshing," (Capt. Place) arrived from Kwongchauwan via Macao this morning with 95 tons of general cargo for Hongkong.

The s.s. "Kwongsang," (Capt. Woodgett) arrived from Shanghai via Swatow at 7 a.m., to-day with 320 tons of general cargo, and mails.

The s.s. "Chenan," (Capt. Laver) arrived from Shanghai via Swatow yesterday with 3,243 packages and 441 tons of general cargo and 23 bags of mails.

The s.s. "Luchow," (Capt. Morse) arrived from Bangkok via Swatow at 7 a.m., to-day with 1,800 tons of general cargo, 3 European passengers and 3 bags of mails.

The s.s. "Taksang," (Captain Picknell) arrived from Haiphong via Hoihow at 7 a.m., to-day with 600 tons of general cargo, 5 European passengers and 23 bags of mails.

The s.s. "Rijum Maru," (Capt. Naxo) arrived from Samarang via Balikpapan yesterday with 1,000 tons of oil, paraffin wax, spirits of wine and general cargo, and 5 bags of mails.

The s.s. "Batavia Maru," (Capt. Hirai) arrived from Sourabaya via Tawao, B.N.B., yesterday with a through cargo of 4,551 tons of sugar, rattan, shell and merchandise, and 130 tons of molasses for Hongkong. Also brought 39 first class passengers and 1 bag of mails.

DEPARTURES.

The s.s. "Indo Maru," (Capt. Ara) sailed for Kobe at 4 p.m., yesterday with 50 tons of general cargo.

The s.s. "Batavia Maru," (Captain Hirai) sailed for Takao at 4 p.m., to-day with through general cargo.

The s.s. "Bujin Maru," (Captain Ouchi) sailed for Keelung at 4 p.m., to-day with 70 tons of general cargo.

The s.s. "Madras Maru," (Capt. Ishikawa) sailed for Kobe at noon to-day with 200 tons of general cargo.

The s.s. "Loongsang," (Capt. Booker) sailed for Manila at 3 p.m., to-day with 1,100 tons of general cargo.

The s.s. "Kanyinglat," (Captain Noronha) sailed for Pakhoi via Hoihow at noon to-day with 60 tons of general cargo.

The s.s. "Laisang," (Capt. Matthews) sailed for Calcutta via Singapore at 3 p.m., yesterday with 2,590 tons of general cargo.

The s.s. "Choyang," (Capt. Baker) sailed for Shanghai via Swatow at 8 a.m., to-day with 600 tons of general cargo and 3 European passengers.

The s.s. "Alcinous," (Capt. Hutcher) sailed for Liverpool via Singapore at 3 p.m., yesterday with 1,500 tons of general cargo and 14 European passengers.

The s.s. "Manila Maru," (Captain Kobayashi) sailed for Tacoma via Shanghai at 3 p.m., to-day with 700 tons of general cargo and 4 European passengers.

The s.s. "Shidzuoka Maru," (Capt. Askawa) sailed for London via Singapore at noon to-day with 150 tons of general cargo and 4 European passengers.

MAILS DUE.

The following mails are due in the course of the next few days:—

From the Straits, per s.s. "Tamba Maru," Oct. 18.

From Europe, per s.s. "Totoni Maru," Oct. 19.

From the Straits per s.s. "Toson Maru" and s.s. "Gregory," Oct. 20.

From the United States, Canada and the Philippine Islands, per s.s. "Empress of Japan," Oct. 22.

IF THE COUNTRY IS TO LIVE.

ADVICE TO THE WORKERS AND THE MASTERS—AN END TO MONOPOLIES.

Ben Tillett, M.P., writing in John Bull says:

"War's aftermath has brought in its train all the ghoulies of sordidness to the hurt and demoralisation of the community. The whole nation is in an ugly mood of sulk and suspicion. The more alert and enterprising countries, like America and Japan, had, prior to the end of the war, prepared a scientific and calculated attack upon our export trade, and our trade generally; while we have reduced our wealth by such immense quantities to the advantage of our Allies in general, and America in particular, that we are economically in a more or less crippled condition. The energy and the organisation of Labour and Capital, which helped to build our fortune previous to the war, are at the moment viciously and selfishly antagonistic."

The Captains of Industry are in a canny attitude, and the result is diminution in productive power by industry, while profiteering in every form of monopoly is largely responsible for the lethargic suspicious and sulky attitude of Labour. Profiteering must be eliminated. Rings, food trusts, and every form of monopolistic control will have to be taken in hand and throttled out of existence."

Even among the comradeship of Labour, the Unions of Skilled Workmen have built up monopolies almost as greedy as those of capitalists. The so-called Labour Unions have had to fight a coterie of little jobbing boiler-makers for even a paltry pittance; and to-day the help or to all the skilled trades has often to fight for his very life. On the other hand, lines of demarcation have provoked numberless disputes and strikes, even among the skilled Unions. Unless these craft monopolies are either reformed or eliminated, British industry will stand seriously handicapped against those countries more intelligently alive to the twin values and merits of production and consumption. The machinery must be exploited to its full one hundred per cent. of value; Labour must accustom its energy in fewer hours of labour and greater hours of leisure. Shifts of six hours each should be worked to utilise in full the efficiency of machinery."

Skilled labour has not been recognised as it should have been, mainly owing to its exclusive and vicious circle of interests. There were good reasons for the Craft Unions securing themselves with bolts and bars and barriers before the war, but to-day Labour possesses not merely political power, but economic power; much beyond the dreams of some of us who have done the drudgery work of the movement for a lifetime."

The Capitalist in whatever form—Banker, Shipowner, Landowner, Producer (whether of food, machinery or commodity of any kind)—must be made to understand that obligation to the community is not to fleece and devastate with the rapacity of either greed or desire. On the other hand, Labour must free its own soul and body from the monopolies created through skilled workmen against skilled, and the skilled against the unskilled. Trade Unions can best serve Labour when Labour is united in a real sense of burden-sharing and toil and rewards."

Lines of demarcation must go. Wherever skill and energy and ability can be exercised it must be exercised if the country is to be saved. Workmen can be pensioned off at a stage of incapacity of either years or physical health. The age of pensioning can be reduced to the age of 50 years or even 45. Capital can set aside its reserves for this express purpose, and in reciprocity Labour and mused production and co-ordination of effort must take the place of isolated and sectional production."

Workmen must take the broader and more intelligent view of trade as a whole. It is of the greatest consequence to Labour that it should understand the equation of production and consumption, even more than the capitalist, who in the past has utilised his knowledge to his own advantage. In future we want Labour that shall be responsible in management and in supervision; the trade schools, technical schools, shops and works councils accepting advice of intelligent experience."

There never was such a chance for recovery as now presents itself—to maintain our position among the nations—and there never was such a moment of peril! Capital and Labour must understand the tremendous obligations of the war, the debts to be paid, the hundred millions to be given to our defenders and their dependents. There is no jugglery in the world to meet these responsibilities—they must be met by actual effort, and the community owes a debt to the men who have braved the fight and the dependents of those who have given their lives. We want virile brains and healthy bodies and happy homes and useful eyes—no Monopolies either of Capital or Labour must go if the country is to live!



are of marked distinction distinction in fit and style distinction in quality of felt distinction in all the little niceties of workmanship that are demanded by the man of taste.

Let us assist you in the selection of the identical hat to suit your individual needs.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

16 Des Voeux Road.

Telephone 29.

YU CHONG 盛章裕

TEA MERCHANT.

85 Queen's Road Central, HONGKONG.

From the 10th October to the end of the Month.

5% discount will be allowed ON

TEAS sent to England for Christmas.



IRISH SETTLEMENT: "THE TIMES" SCHEME.

LEGISLATURES.

Creation by an Act of Settlement of two State Legislatures for

(a) The whole of Ulster,
(b) The rest of Ireland.

with full powers of legislation in all matters affecting the internal affairs of their respective States. In each State there will be a State Executive, responsible to the State Legislature.

By the same Act of Settlement, the creation of an All-Ireland Parliament, on the basis of equal representation of the two States, i.e., Ulster is to have as many representatives as the rest of Ireland. The All-Ireland Parliament to be a Single Chamber which may sit alternately at Dublin and Belfast.

POWERS.

Governing powers not conferred on the State Legislatures will be divided between the All-Ireland and the Imperial Parliaments.

The Imperial Parliament will retain such powers as those involving the Crown and the Succession; peace and war; the armed forces.

To the All-Ireland Parliament may be delegated, *inter alia*, the powers involving direct taxation, Customs and Excise, commercial treaties (with possible exceptions), land purchase, and education. The delegation may take place by stages.

EXECUTIVE.

Upon the assumption by the Irish Parliament of any or all of the powers transferred from the Imperial Parliament, an All-Ireland Executive, responsible to the All-Ireland Parliament, will come into being. The office of Lord Lieutenant, whom of its political character, will continue. The Lord Lieutenant will have the right of veto on Irish and State legislation, and may be assisted by the Irish Privy Council.

SAFEGUARDS.

To safeguard the liberties of both States, each State Legislature is to have a permanent veto upon the application to its own State of any legislation passed by an All-Ireland Parliament.

REPRESENTATION AT WESTMINSTER.

Ireland will be still represented at Westminster by direct election. The number of representatives to the Commons is to be determined on the basis of population relative to that of Great Britain. Irish representative peers will retain their seats in the House of Lords.

CONSTITUTIONAL DISPUTES.

Constitutional disputes between the Imperial and Irish Parliaments will be decided by the Judicial Committee of the Privy Council; those between the Irish Parliament and State Legislatures by an Irish Supreme Court.

FINANCE.

In the financial section of the scheme, the case for the over-taxation of Ireland is considered, but it is urged that, while due account should be taken of this circumstance in any plan for financial reconstruction, Ireland ought not to be relieved of her proper share of the cost of the war or of liability for her share of the National Debt.

Ireland is to contribute an annual sum to the Imperial Exchequer, calculated on the relative taxable capacity of Ireland. This will cover interest on the Irish share of the National Debt and a contribution to the Sinking Fund, as well as to defence and other Imperial expenditure.

PSYCHIC IRRADIATIONS OF LOVE IN MAN.

MASCULINE AUDACITY.

In the normal male the sentiment of sexual power favours self-exaltation, while the contrary sentiment of impotence, or even that of mediocre sexual power, depresses this sentiment of exaltation. Yet, in reality, the sexual power of man has not the capital importance for a normal and virgin woman that men imagine, influenced as they are by self-exaltation. What imposes on women is especially masculine audacity, and in sexual matters this increases with experience and practice. The company of prostitutes often renders men incapable of understanding feminine psychology, for prostitutes are hardly more than automata trained for the use of male sensuality. When men look among these for the sexual psychology of woman they only find their own mirror.

Man's flirtation, and his art of paying court to women are naturally combined with his audacity—as can be observed in birds and mammals, and some of the lower animals. The male seeks to please the female to gain her favour. The brilliant colours of butterflies and birds, song, skill, and proof of strength, often come to the aid of the male sexual instinct. Even in certain animals suppliant and plaintive sounds assist the male after his repeated refusal, apparently or in reality, by the female.

The art which man employs to seduce and conquer woman has been developed to satisfy in romances and novels, as well as in ethnographic works; so that we shall not dwell on it here. On the contrary, we shall show that in higher civilisations man is in general more sought after than woman, so that the latter has surpassed him in the art of flirtation or sexual conquest.

It is also important to remark to what extent the increase of man's mental complexity transforms his sexual tactics. The simple, natural, and at the same time beautiful, modest manner, in which a naive young man seeks to conquer a heart, usually produces no effect on the fashionable young lady, experienced in all refined pleasures and saturated with unhealthy novels. These young women are much more easily seduced by the art of Don Juan and the old ruses, who are more adequate to deal with them because they have studied practically the psychology of the modern woman.—From "The Sexual Question" by AUGUST FÖRSTER, M.D.

"GAS THAT WASP."

The Board of Agriculture is urging that drastic action should be taken to reduce the number of wasps by attacking their nests. It is pointed out that injuries to human beings and to farm animals by wasps are usually caused through the disturbance of the nests during harvesting operations, and farmers are advised to deal with any wasp nests in their fields before using machines and horses there. The best methods of destroying wasps in the nest is to place a teaspoonful of sodium or potassium cyanide inside the entrance, for which operation an older stick hollowed at one end is recommended. The cyanide will "gas" the wasps, and as a rule nothing else is required, but as an additional precaution the nest can be dug

NAVAL AND DOCKYARD NOTES.

Mr. G. Mortimer, Storeholder at the Royal Naval Ordnance Depot, St. Helen's, Devonport, died recently. The deceased was one of the oldest M.P.s of the Queen Victoria Lodge (2,655), and there were a large number of Masonic brethren present from the lodge. The Rev. E. B. Binson officiated at the funeral.

The units of the Fleet's visit to various holiday resorts at Home was recently arranged, and the programme submitted to the Admiralty by Sir C. Madden. The programme authorities concerned will be notified in due course, but definite orders are left to the discretion of the Commander-in-Chief.

The Ministry of Pensions announced important increases in the pensions scale. Under the new rates a single man's pension will be increased from 35s. to 40s., and that of a married man with no children from 35s. to 40s. A married man with a child will have 57s. 6d. instead of 48s., and the increase for every child will be 6s. instead of 4s.

[This is from a Home paper and is rather vague. It probably refers to total disability pensions.—Ed. C.M.]

The sentence on Mr. Frederick J. Viney, torpedo gunner of H.M.S. "Bellona," who at a court-martial held at Devonport on June 17 was found guilty of being drunk aboard his ship and ordered to be dismissed from the "Bellona," and severely recommended, has been annulled by the Admiralty.

Mr. H. G. Davis, shipwright apprentice, Devonport Dockyard, youngest son of Mr. G. J. Davis, assistant naval store officer of the same establishment, has been awarded a Royal Scholarship (Group "A") Medal, tenable for three years at the Imperial College of Science and Technology, London. Subject to Admiralty approval, Mr. H. G. Davis will enter upon his new course of study.

Mr. G. Gordon, M.P.E., who succeeded Mr. T. E. Dexter, as expense accounts officer last October, is retiring this November, and his place will then be taken by Mr. F. W. Cary, at present deputy expense accounts officer in the Devonport yard.

Mr. Cary who thus gets promotion left the Naval Dockyard here some months ago for Home.

Mr. R. Johns, acting foreman of works, Portsmouth Dockyard, has been appointed to the Works Department, Bermuda Dockyard.

The result of the recent ballot in the Devonport Dockyard as to whether the Government's offer of 3s. a week rise should be accepted, whether the question should be submitted to arbitration, or strike methods adopted was expected to be known recently at Home. Prognostications indicate that there is no majority in favour of a strike, but rather that arbitration is favoured.

Mr. Neighbour, the Commodore's Civil Secretary here, is being relieved and is appointed to Chatham.

HONGKONG STOCK EXCHANGE.

HONGKONG, 17th OCTOBER, 1919.

OFFICIAL QUOTATIONS.

11 A.M.

BANKS.

Hongkong Bank, \$865 s 670 n.

MARKET INDICATIONS.

Canton Ins. ... \$440 b.

North China Ins. ... T. 300 b.

Union Ins. ... \$206 b.

Yangtze Ins. ... \$170 n.

Far Eastern ... T. 13 b.

FIRE INSURANCES.

China Fire Ins. ... \$138 n.

Hongkong Fire Ins. ... \$346 b.

SHIPPING.

Donghai ... \$81 b.

H.K. Steamboat ... \$341 b.

Indo-China (Freight) ... \$33 n.

Do. (Doct.) ... \$200 b 191 n.

Shall Transport ... 185/ n.

Star Ferries ... \$34 s.

Railways.

China Sugars ... \$177 n.

Malabar Sugars ... \$16 n.

MISCELLANEOUS.

Kalkan Mining Adm. ... 60 b.

Langkate ... T. 191 b.

Shanghai Loans ... \$110 n.

Shanghai Explorations ... \$210 n.

Bank ... \$210 n.

Yonoh Mines ... \$89 n.

Ural Caspian ... \$78 n.

DOCKS, WHARVES, GODOWNS, &c.

H. & E. Wharves ... \$111 s 111 n.

H. & W. Docks ... \$177 b 117 n.

Shal Docks ... T. 118 b.

New Engineering ... T. 28 n.

LUKE, HOKKA & BUILDINGS.

Central Estates ... \$104 n.

Hongkong Hotels ... \$120 n.

Hongkong Lands ... \$120 n.

Humbly ... \$91 n.

Kowloon Lands ... \$46 n.

Land Reclamations ... \$178 n.

West Point ... \$90 n.

COTTON MARK.

Ewo Cottons ... T. 380 b.

Kung Yik ... T. 34 b.

Loon Kung Mows ... T. 340 b.

Oriental ... T. 140 b.

Shanghai Cottons ... T. 240 b.

Yangtze ... T. 19 b.

MISCELLANEOUS.

Cements ... \$7.20 b.

China-Borneo ... \$122 b.

China Lights Old & New ... \$25 b.

China-Provident ... \$52 s.

Dairy Farms ... \$25 s.

H.K. Electric ... \$58 s.

Macao Do. ... \$54 n.

Hongkong Ropes ... \$24 b.

H.K. Tramways ... \$8 s.

Peak Tramways (Old) ... \$7 s.

do. (New) ... \$50 n.

Steam Laundries ... \$2 b.

H.K. Steel Foundry ... \$10 b.

Water-beds ... \$15 s.

Watsons ... \$10 b.

Powells ... \$19 b.

Wiseman ... \$29 b.

TAIYO & CO.

BOOTS AND SHOES

MADE TO ORDER.

No. 12, Wyndham St.

ATTESTED, &c. Underwritten and Attested.

(State and Particulars of application)

To the effect of

SHEWAN, TOMES & CO.,

General Managers.

BANKS.

Banking Service with AMERICA—direct and personal.

EXPORTERS or importers now engaged in, or thinking of, trade with America would do well to consider not only the special nature of our facilities, but also the personal interest we take in every one of our customers' transactions.

First of all, we offer direct banking service—without intermediary dealings, or unnecessary delays.

Equally important is our personal service. Every transaction is followed through, both here and in America, by our own representatives, with a personal interest, the value of which is evident in the service rendered.

May we talk with you about America?

Head Office—NEW YORK.

Other branches in

Shanghai—Hankow—Peking—Tientsin—Manila, Canton.

Asia Banking Corporation

HONGKONG.

[STOCKHOLDING BANKS]

Anglo and London, Paris National Bank, San Francisco Bankers Trust Company, New York City Continental & Commercial National Bank, Chicago, Ill. First National Bank of Portland, Oregon Guaranty Trust Company of New York Guardian Savings Trust Co., Cleveland. Mercantile Bank of the Americas, New York City National Bank of Commerce, Seattle, Washington. National Shawmut Bank, Boston, Mass.

EXCHANGE.

Hongkong, October 17, 1919.

On London, Bank, Wire ... 4/3 1/2

On demand, ... 4/3 1/2

30 days sight, ... 4/3 1/2

4 months sight, ... 4/3 1/2

Documentary, 4 months sight 4/4 1/2

On Paris, On demand, ... 78 1/2

Credit, 4 months sight, ... 78 1/2

On New York, On demand, ... 89 1/2

Credit, 60 days sight, ... 89 1/2

On Bombay, On demand, ... 210

On London, On demand, ... 210

On Singapore, On demand, ... 18 1/2

On Manila, On demand, ... 18 1/2

On Shanghai, On demand, ... 100

On demand, 30 days sight (private paper), nom.

On Yokohama, On demand, ... 17 1/2

Gold Standard 100 (per cent) ... 33 40

Sovereigns (Bank's buying rate) \$4.85 n.

Silver (per oz.) ... 60 1/2

SUBSIDIARY COINS.

Hongkong 50 cents sub. ... par.

10 ... 81 1/2 p.m.

Chinese coins ... \$12 1/2 p.m.

Bar Silver in Hongkong ... 2 1/2 p.m.

Chinese Copper Cash ... 8 1/2 p.m.

Chinese Copper Cent ... 1 1/2 p.m.

Rate of Native Interest ... 7 1/2 p.m.

Chinese Sub. Coin ... 1 1/2 p.m.

Hongkong Sub. Coin ... 1 1/2 p.m.

THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE:

13, Queen's Road, Central.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

DONG POY, Chief Manager.

Hongkong, Sept. 15, 1919.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office: 100, Queen's Road, Central.

Branches: Bank of China, Canton.

DOMESTIC & FOREIGN BANKING.

SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear interest at rates 2 1/2, 4, 5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcomed.

J. CHANG, M.P., Manager.

Hongkong, July 7, 1919.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up = \$1,250,000.)

Loans on Mortgage of House Property, &c. Goods stored on Storage.

Advances made on Merit.

Loans on the Provident System.

TRUSTS, &c. Accepted of WILL.

ATTORNEY, &c. Underwritten and Attested.

(State and Particulars of application)

To the effect of

SHEWAN, TOMES & CO.,

General Managers.

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

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12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.

ESTABLISHED 1911.

Fixed-up Capital ... \$1,000,000

Reserves and Undivided Profits ... 500,000

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS RECEIVED.

INTEREST ON FIXED DEPOSITS.

For 3 Months 3 1/2% per annum.

For 6 Months 4% per annum.

For 12 Months 4 1/2% per annum.

LOOK POONG SHAN, Chief Manager.

Hongkong, March 10, 1919.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 2 Queen's Road Central.

PAID-UP CAPITAL ... \$1,000,000.

DIRECTORS: Mr. Pong Wai Tung, Chairman.

Mr. Chow Shun Shun, Mr. Kuo Ying Po.

Mr. Li Koon Chun, Mr. Chan Kai Ming.

Mr. Mok Ching Keng, Mr. Fung Ping Shan.

Mr. Wang Yen Tung, Mr. P. C. Kwok.

Mr. Chan Ching Shun, Mr. Ng Ching Lok.

CHIEF MANAGER: Kan Tong Po.

Asst. Manager: Li Tai Fong.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposits at the rate of 3% per annum.

Fixed Deposits at the following rates: For 3 months at the rate of 3 1/2% per annum.

For 6 months at the rate of 4% per annum.

For 12 months at the rate of 4 1/2% per annum.

KAN TONG PO, Chief Manager.

Hongkong, March 12, 1919.

THE BANK OF CHINA.

行銀國中

(Specially authorized in China by Presidential Mandate of 2nd November, 1917.)

Authorized Capital ... \$60,000,000.00

Fixed-up Capital

